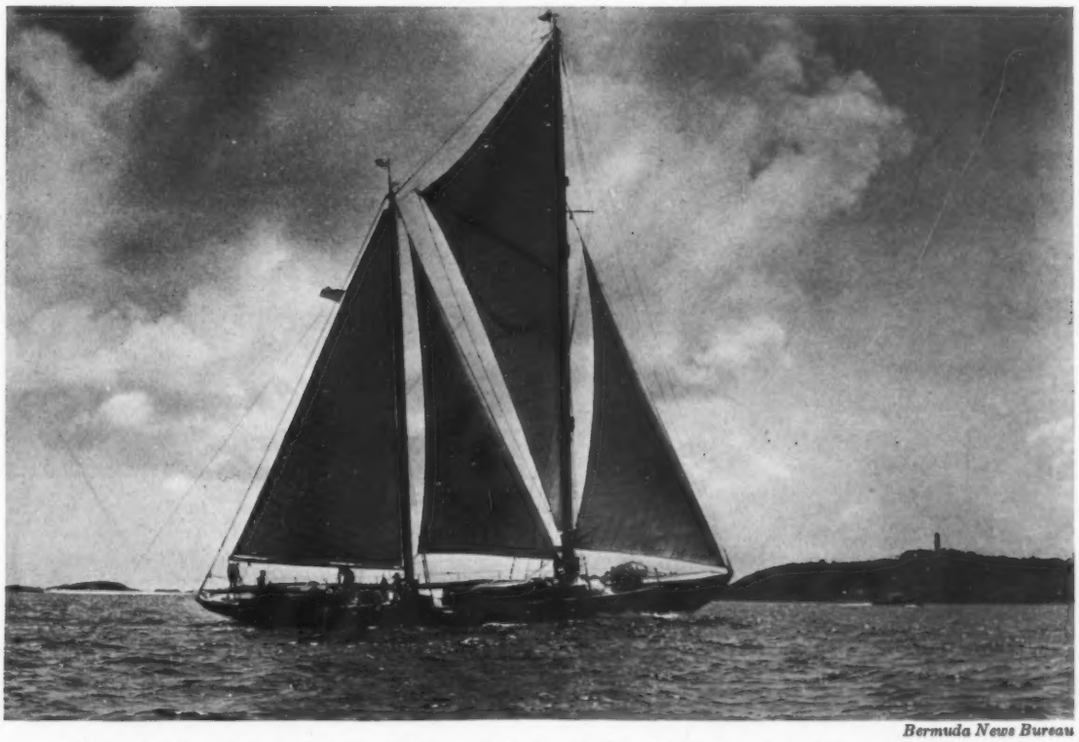
YACHTING

Volume LVI AUGUST + 1934 Number II



Bermuda News Bureau

"Vamarie," first of the racing fleet, finishing off St. David's Head in the fast time of 75 hours, 33 minutes

Knocking Off the Miles to Bermuda

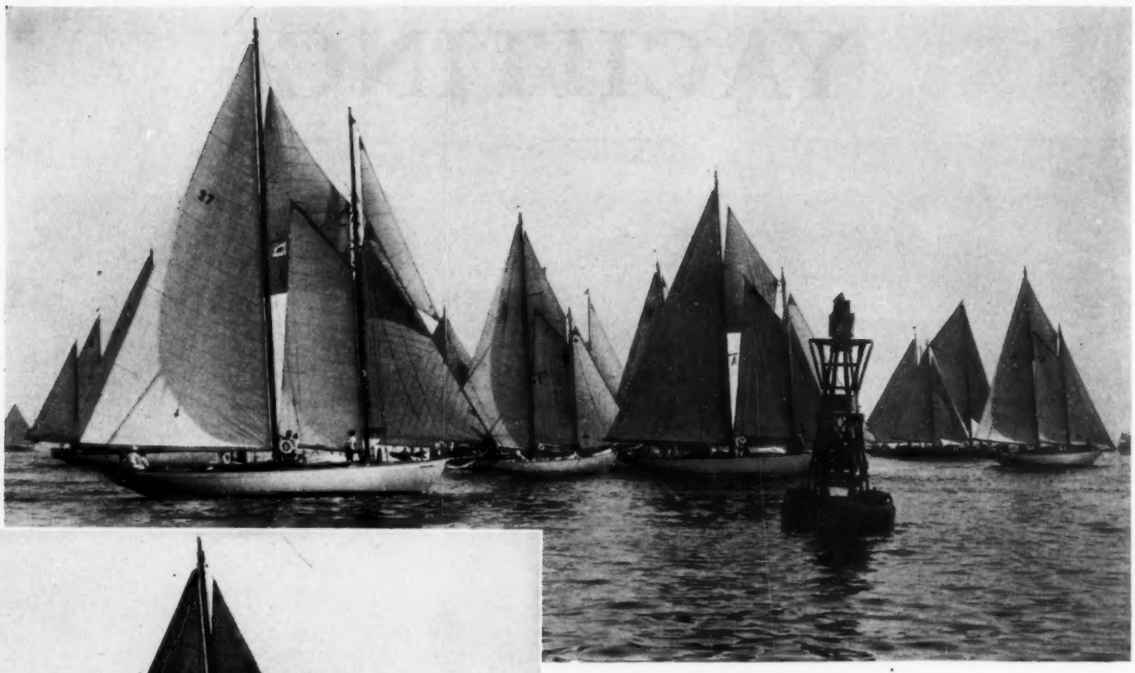
Strong Winds Send Large Fleet Over Course in Fast Time. "Edlu" and "Baccarat" Win

By ALFRED F. LOOMIS

AS YOU sailors have probably read all about the winners of the Bermuda Race in the daily papers, I'll let that part of it go for the moment and tell you of a new development of ocean racing that has come to my attention. Hitherto, you know, there has been some *post facto* disagreement among owners and navigators as to how the race should have been sailed, and I have always considered it my duty to single out individuals of these diverse classes and ask them to tell me all about it. What I have heard has not always been encouraging to a man of peaceful habits of mind. But now all is changing. Navigators stand by their owners; owners boast of the performance of their navigators; and all landfalls in this race were perfect. As a result we are more interested in who got sick first than in who won the race. This last, at least, is what Commodore Ford of the Cruising Club said in his speech at the presentation of prizes, and I am the first not to swipe the credit for his remark.

Another thing deserves early mention. You will recall the arguments that have raged in other years about the direction of the current north of Bermuda. Navigators who inadvertently passed the islands to the westward spoke sagely of a strong westerly set. Those who found themselves inexplicably to leeward of St. David's Head complained bitterly of a strong easterly current; while those whose boats finished a few days late hinted at a retarding stream setting northward from the islands. Only the navigators of boats that finished in the money dismissed the currents as negligible. But this year we are all agreed that the set was definitely to the westward. I'm not scientific enough to know how strong it was. I do know that in a series of sights taken at intervals of ninety minutes on the afternoon before our landfall each sight put me about a mile to the westward of my course. And I learn that nearly all competitors fetched up to the westward of Northeast Breakers buoy, and that a few had to set spinnakers in a westerly air to work clear of the reefs.

The race itself was just another of those starboard tack sleigh rides. Twenty-nine boats started (on the starboard tack); a few sought the Fishers Island shore and others came about as soon as convenient and looked



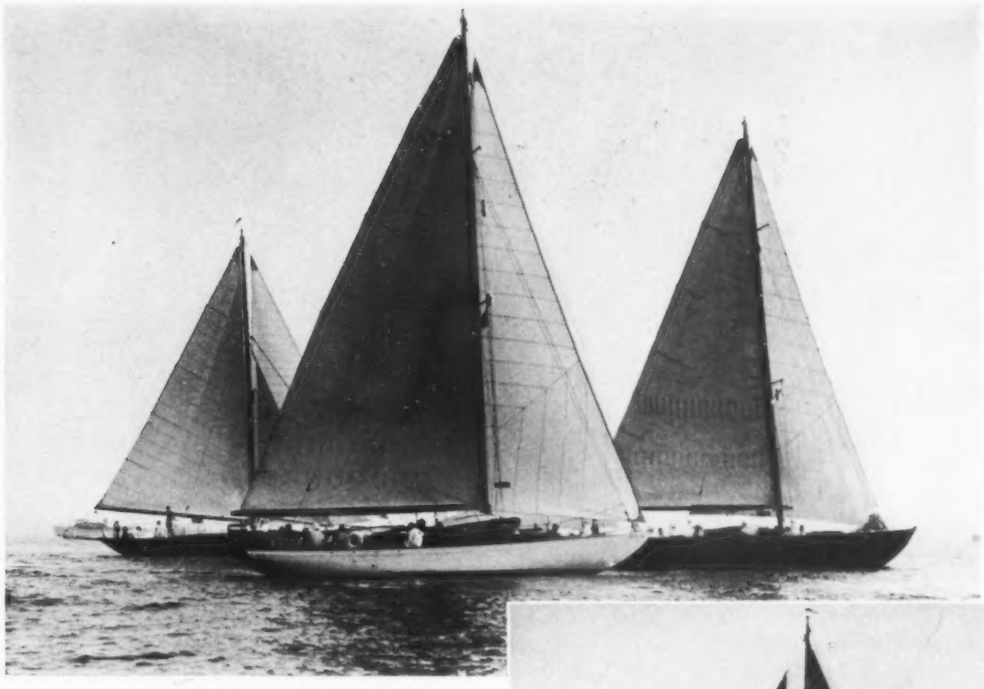
Start of Class A from Sarah's Ledge, "Grenadier" showing the way, "Savannah" in left foreground

"Edlu," owned by R. J. Schaefer and sailed by Bob Bavier, won the Bermuda and Class A trophies

"Jubilee" (top, left), sailed by Gilbert Dunham, was second in Class B

"Water Gipsy" stepping out when the breeze freshened. William McMillan sailed her into second place, Class A

Photos by M. Rosenfeld



"Baccarat," Russell Alger's Great Lakes Class B winner, crossing the line with "Cyclone" and "Jubilee"

A new boat, Philip LeBoutillier's "Stormy Weather," was the only one of the fleet that never shortened sail

"Dauntless" (top right), owned by George A. Whiting, took the all-amateur crew prize, finishing fourth in the fleet

Another yacht sailing her first ocean race was "Nam Sang," J. H. Plumb's new ketch

Photos by M. Rosenfeld

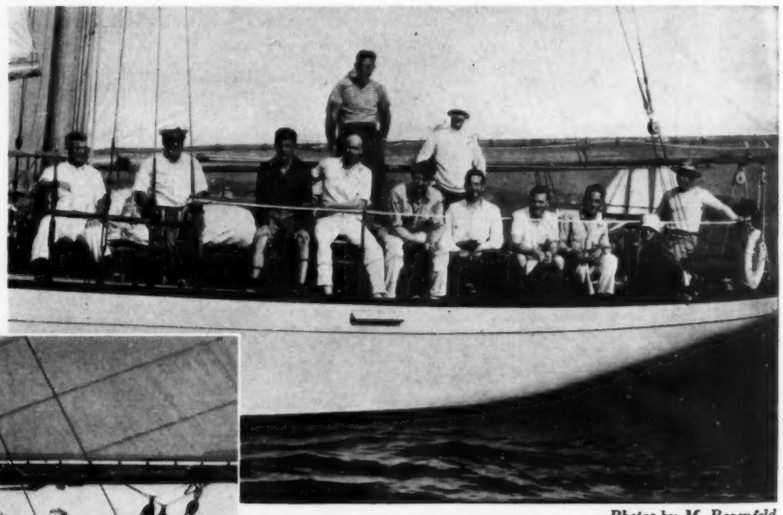
Gentlemen, the winners! Crew of "Edlu," Slade Dale (starting left), Butler Whiting, R. N. Bavier (skipper), R. J. Schaefer (owner), Larry Reybine, Owen Merrill

Bermuda News Bureau

for stronger currents in the Sound. Within three hours everybody was reaching past Montauk on the starboard tack, and that we all held until we had Kitchen Shoal buoy astern and were tacking up for the finish. A few were delayed along the way, but none quit. In fact, thirty boats finished, the last being the double-ender *La Mouette* whose open cockpit and lack of a measurement certificate barred her from competition.

The wind was a light southerly when on the morning of June 24th we crossed the starting line at New London. It very slowly hauled and increased in strength as we cleared Montauk, and by the evening of the next day, when the whole fleet was in the Stream, we were plunging into a confused sea in a smoky sou'wester that blew at thirty miles an hour and occasionally thirty-five. Even though we sailed with sheets eased this wind was strong enough to force most of us down to reefed or double-reefed mainsails. On the 26th the wind moderated and hauled a little more; and on the 27th, when a majority of the contestants finished, it continued clockwise and slowly petered out. Tail-enders tell of calms. I've heard little rumor of punishing squalls. Only a few sails were blown out. The standard of excellence in navigating and handling was, I think, higher than ever before; and the race was outstandingly successful.

We now get down to the vital statistics. *Edlu*, the new cutter designed by Olin Stephens for R. J. Schaefer, finished twelfth and on corrected time captured the Bermuda Cup and the first prize in Class A. Another cutter (excuse me, Skipper, if I rub this in) finished first in Class B and kept the money. She is the *Baccarat*, owned by Russell Alger, Jr., of Detroit, and manned by a crew who, with the exception of Navigator Carl Weagant, tasted salt spray for the first time and didn't like it. I mean they didn't like the taste. They liked ocean racing and say the *Baccarat* never sailed so fast or enjoyed herself so much. They'll be back the next time in a larger boat. Second on corrected time in Class A was the excellent Alden-designed schooner *Water Gipsy*, and second in the smaller class was the cutter *Jubilee*, designed by C. D. Mower and owned by Gilbert Dunham.



Crew of "Water Gipsy," Skipper McMillan at wheel

Bottom. Amateur crew of "Dauntless," Skipper George Wallace steering

Photos by M. Rosenfeld

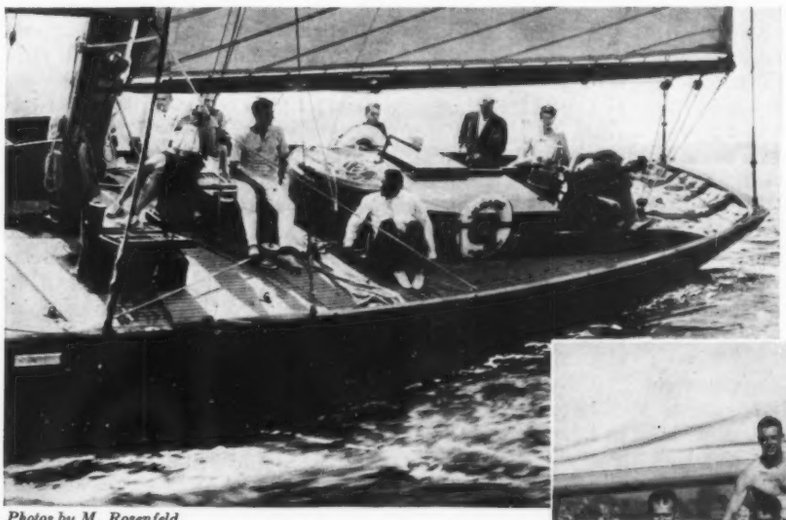
Russell Alger, Jr., of Detroit, receiving first prize in Class B from Acting Governor, the Hon. E. H. Waddington. Commodore of the Royal Bermuda Yacht Club, H. D. Butterfield, and Commodore Hobart Ford, Cruising Club of America, at right

Bermuda News Bureau

The first to finish (and the first boat to finish does something even though she doesn't accomplish much against the handicaps) was the ketch *Vamarie*, owned by Vadim Makaroff and designed by Cox & Stevens. She came down in the remarkably fast time of 3 days 3 hours 33 minutes and 32 seconds, and established a record for the course from Sarahs Ledge. *Highland Light* did it two years ago in 25 minutes less than three days; but the start then was from Montauk Point and the distance was some twenty miles less. *Vamarie* is always a boat to watch. Some people don't like her wishbone mainsail, which is an adaptation of the *Prindah* rig (Stop reading, Fritz Fenger, tear the page out and jump on it) but all are agreed that the high-sided ketch can move. So can George Roosevelt's schooner *Mistress*, which crossed only two hours behind the leader, but was forced down to tenth place when the subtracting machines were put to work.

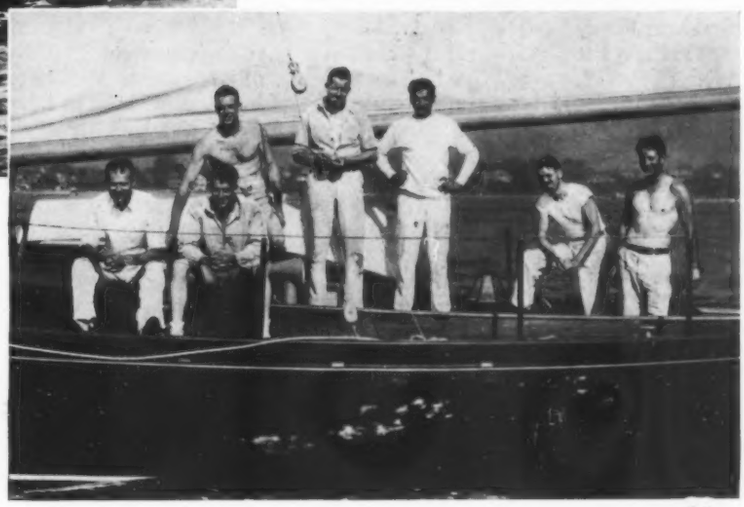
So here we have six headliners — the winners and seconds in Classes A and B, and the first two boats to finish. The Class C yacht *Astarte*, a large ketch, raced alone and is therefore excluded from my calculations. Also, she carried away her main topmast. Disregarding her, we find that of five cutters in the combined fleet three placed first or second; of three ketches, one finished first; and of sixteen schooners two placed or finished second. These are only the frigid facts. Draw your own conclusions, but don't let anybody heave a belaying pin at me.

As a matter of fact, I am much attached to schooners. The one claiming me at this moment is the *Volante*, owned by my distant kinsman Alfred L. Loomis, Jr., and sailed in this race by Linton Rigg. She was designed by John o' Boston, and is a sweet little proposition in every particular. She sails her courses so truthfully that it is a pleasure to navigate her, she points high in water rough enough to stop less eager craft, and she takes punishment without complaint. Six years ago, as the *Merry Widow*, she raced in Class B and placed second. But, thanks to the recent changes in the rules, she had graduated to Class A, and bigger and faster boats than *Volante* now take the glory in a long ocean race. We considered



"Vamarie's" crew, winner Commodore's Trophy for first yacht to finish

Bottom. The amateur crew of "Jubilee"



Photos by M. Rosenfeld

ourselves lucky to be the sixteenth to cross the line, eleven minutes behind *Teragram*, and to place twelfth. Under the various combinations of sail which only a schooner affords, we tested *Volante's* speed in rough going and estimated it to be but little better than eight knots. Her average for the entire distance of 650 miles from start to finish was 7.47. Her best day's run was 190 miles, which isn't much by comparison with the 215 miles chalked up by *Dorade*, but which shows that sickness did not hold her back.

The race was particularly interesting in the light of past experience. Such boats as *Dorade* and *Edlu*, although able to point high, sailed as much as twenty-five miles to leeward of the rhumb line, the thoroughly workmanlike idea of their skippers being to keep moving while there was wind and to worry when the time came. This was money in their pockets, as the event proved. As the miles swept by and they approached Bermuda the wind hauled. Those boats which were to leeward hardened sheets and finished without appreciable diminution of speed. But those who followed the time-tried advice and held up to westward of the rhumb line ran out of the strong wind first and, to make matters worse, had to slack sheets and, in many instances, square away for the finish.

In the case of *Volante* (to follow one contestant down the course) the wind faired when we were thirty or forty miles from Montauk and about ten miles to leeward of the line. Thereupon we so steered as to enter the Stream on the line, made our objective, and then, the wind continuing strong, altered a point and a quarter to windward to allow for an estimated set of twenty-five or thirty miles for the day that we would be in the Stream. The wind was fresh, blowing almost axially to the indigo water, and I figured that the current would be stronger than usual. We hoped to emerge from it still on the loxodromic curve, but found instead that we were seven miles to windward of it. An allowance of a quarter point for leeway the next day proved to be too much, and we arrived at noon of our last day seventy miles from the finish and still seven miles to westward of the course. From that point we converged with the line, altering course to leeward from time to time to correct the westerly set previously mentioned. I have no regrets for the course sailed, but feel, nevertheless, that those who played the leeward gamble displayed the better knowledge of winds and probabilities. One crew, inexperienced in this racing, sailed fifty miles or so to the westward, acting on the advice of a professor of navigation. No doubt the advice was good, but I hope the boys tell the professor, when they get home, their order of finish in the fleet — and why.

The new rule, Skipper, for which you have fought and bled, doesn't seem to have had much effect on the racing. Two boats were built to the rule (or with the rule in mind) and rated at the bottom of Class A. One was the *Edlu*, which, as previously stated, finished twelfth and placed first. The other was the yawl *Stormy Weather*, which finished fourteenth, five hours behind *Edlu*, and placed seventh. On corrected time there was still a disparity of four hours between the two boats, and this does not seem like good bunching. In fact, it proves not the rule but the fact that experience and good strategy frequently spell the difference between success and failure.

Nor was there any better grouping among the other boats. On elapsed time, or, as one might say, sailing boat against boat, the first seventeen finished within twelve hours of one another. That's pretty good, considering the varying sizes and abilities of the boats concerned. But when the time allowances, worked out by the most perfect and intricate headaches known to man, were applied to these same seventeen boats, they were found to have stretched the difference between first and seventeenth by more than two hours.

Perhaps, however, I use figures which do not state the case quite fairly. Since the winner finished twelfth it would be better to consider her and the eleven ahead of her rather than those which finished within the first twelve hours. Very well, these twelve crossed the line within five hours of one another, again excellent bunching in a race of 650 miles. With the allowances applied, they finished on corrected time with nearly eight hours between the first and the last. Again we reached for the choke-bore shotgun and picked up the old blunderbuss.

I know, Skipper, that I'm an old blunderbuss myself when it comes to discussing the rules governing ocean racing. Somebody points out that every time I lose my way in the subject. The last time I said a good word for the bromoseltzer as against the headache handicapping of distance racing boats, one of your correspondents pointed to the stirring finishes in Bermuda races of other years. Well, where are we now? We have the completely complicated rule, the super-rule of 1934, understood only by Einstein and three others — although if I can ever dope out that trick mentioned recently in your pages about the four-point shift of wind I'll be the fifth to understand it. We measure the tensile strength of the G string in Biggy's guitar and wrap it around the cube of the icebox in the *Baccarat*, and divide that by the square root of the area of Butts Whiting's autograph book, and is Biggy's guitar any better after Gordon Raymond has sat on it? Decidedly not, I should say. And where are the close finishes we have been looking for? On corrected time the first two boats were more than an hour apart. The third was ten minutes behind the second, and the fourth was two hours later than the third. Compare that with the finishes of the old days when, if I do not belie your correspondent, so many boats finished on top of one another in the corrected times that they all had to have Bermuda cups. If I say that the New Rule looks too much like the New Deal do I express myself succinctly?

On the other hand, I'm strong for the loosening of the restrictions on sails which distinguishes this race from the last. As you know, I subscribe to the quaint theory that a boat is entitled to be sailed as fast as a variety of sails will push her and that the limitations should be those imposed by good judgment and the strength or direction of the wind. This was also the opinion of your race committee, and it was substantiated as neatly as the rating rule was not.

Stormy Weather is the only boat I've heard of that didn't shorten below her four lowers. Even *Dorade* took in her mizzen for a brief spell to ease the helm. Nearly everybody took along all the light sails (except parachutes and light-weather trysails) that he could stow in the engine room, and nearly everybody, when he got to Bermuda, talked more about tying in and shaking out reefs in the mainsail than he did about setting racing muslin. In short, old Father Neptune demonstrated that the use of light sails in ocean racing comes entirely within his department of the sport.

As it is now the hour of the day when I have to go out and see a feller about a dog I'll coil up. It has been a swell race. *Dauntless*, *Grenadier*, *High Tide* — any number of boats — distinguished themselves in one way or another. Although I have no records by me I venture to say that the elapsed time of the fleet as a whole is lower than it has ever been. The fleet itself, lying in

Hamilton Harbor, is in the pink, and more owners, and others in responsible positions, than ever before have learned that a man who can't stand the Gulf Stream blues is no addition to a crew, however ornamental he may be to a bar. The Royal Bermuda Yacht Club, closely affiliated with the Cruising Club of America and with all who sail in the little ships, has treated us royally in its new clubhouse — and the sun is nearing the yardarm.

To Bermuda in "Baccarat"

IN THE LIST of entries in the Bermuda Race this year there appeared a 46-foot cutter owned by Russell Alger, Jr., of Detroit, and designed and built by Russell Pouliot of the same fresh water port. Built for conditions on the Lakes, her rig was tall, sail area plentiful and freeboard low. Last year she won the Port Huron-Mackinac race and various other events, but before the start salt water sages of Bermuda Race experience were rather sceptical of her chances of doing anything in their salt water classic, much less winning in Class B. While *Baccarat* was slippery looking they figured, I think, that she and her fresh water crew would find the going too rough and tough for their liking. A fresh water boat, sailed by a fresh water crew, was not to be taken seriously — not until the race was over and the *Baccarat's* skipper and crew proved, tradition to the contrary, that it is not the salt in the water that makes sailors.

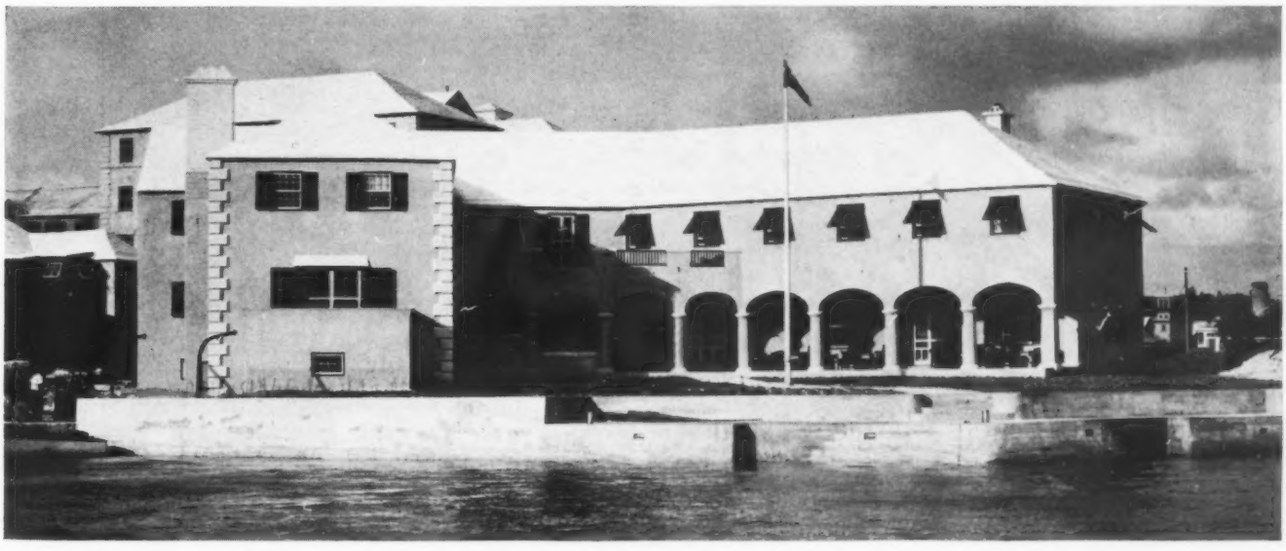
There are still some people who would like to think that good luck was responsible for *Baccarat's* success, but I know it was not, because it was my good fortune to be aboard and to see how they did it. They won because they drove her hard and steadily and wasted no time along the way. And, besides being well handled, *Baccarat* had good gear, well cut sails and a smooth bottom. Her owner had left no stone unturned in fitting her out and even went so far as having a radio direction finder installed to check up on my navigation. I figured that it would quit as soon as we got out of sight of land, but the danged thing worked and proved a valuable shipmate.

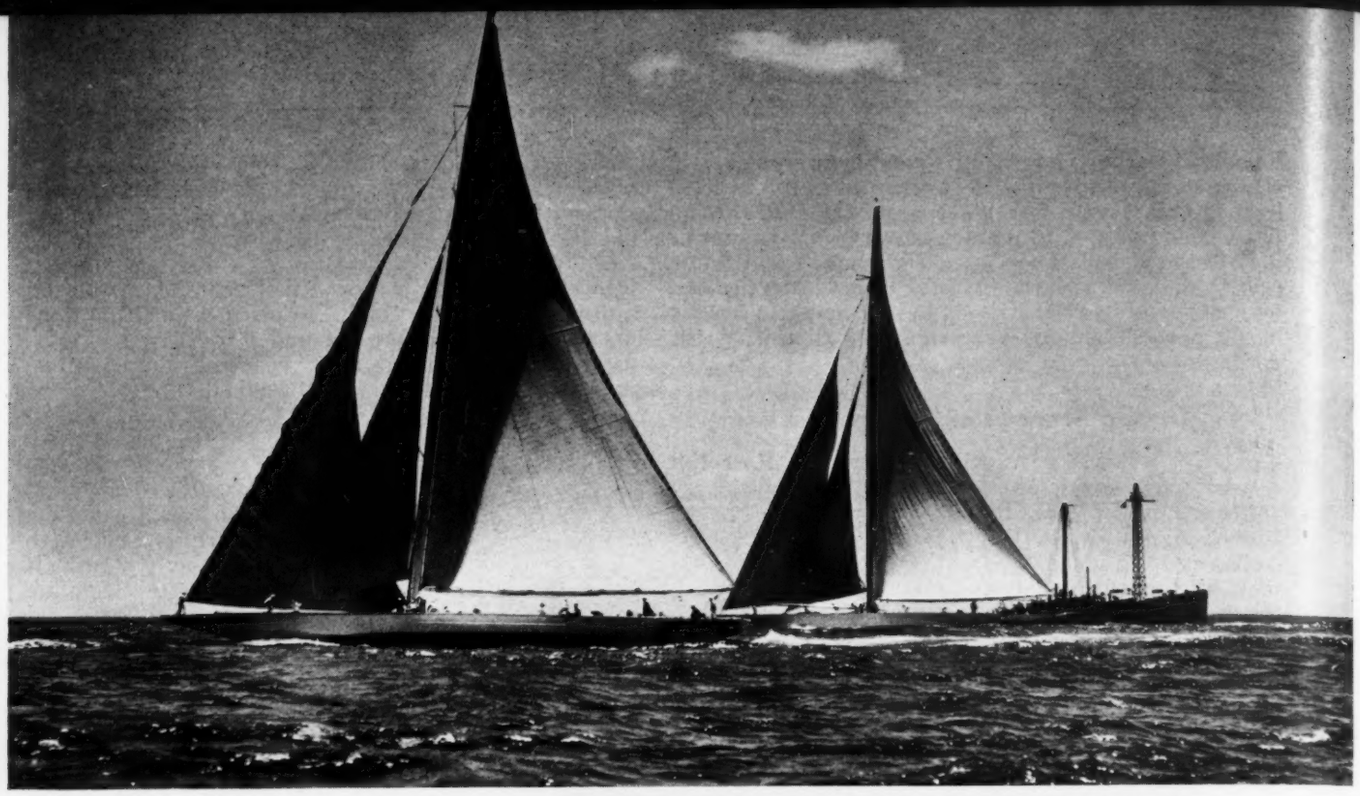
To start the race right *Baccarat* was put across the line in first place. *Jubilee* and *Cyclone*, both cutters, came close astern, lapped. With a light southerly blowing it was a beat to Montauk Point which proved an interesting and close three-cornered contest between the three cutters. The windward work was not made for *Malay*, a schooner, and past winner of the race, and the smaller *Dainty*, of Bermuda, both of which fell astern.

"Dainty," smallest of the fleet, whose game crew apparently like hard winds and wet going. Below. Where Bermuda hospitality is dispensed at the finish, the Royal Bermuda Yacht Club

Cyclone soon worked out a lead on *Jubilee* and *Baccarat* and for a while *Jubilee* was ahead of the Detroit boat, but half way to Montauk *Baccarat* crossed *Cyclone's* bow and took the lead for a short time. The wind was full of streaks and we were kept busy trying to feel our way into them. Instead of holding off on the starboard tack toward Bermuda, all three boats continued working into the wind to make certain of staying with it and not being left behind in a soft spot to lose the "Battle of

(*Continued on page 84*)

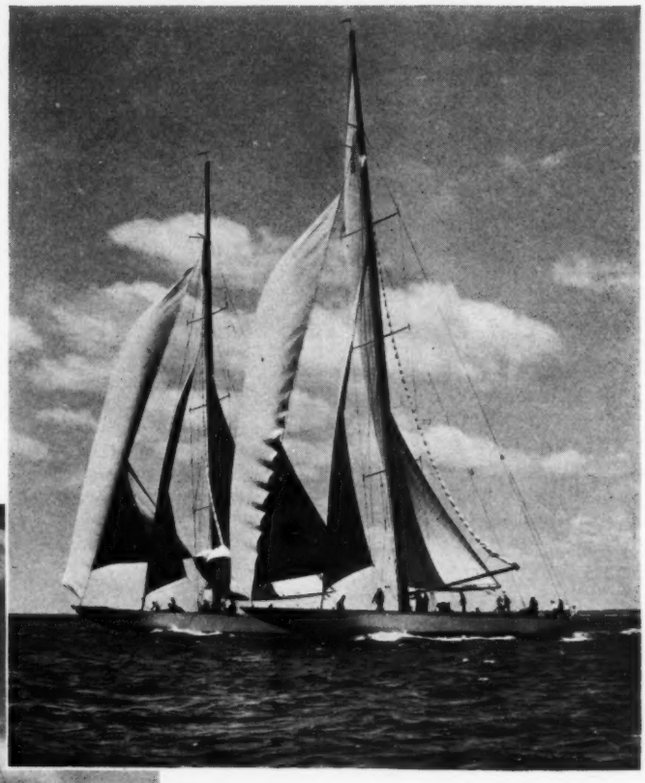


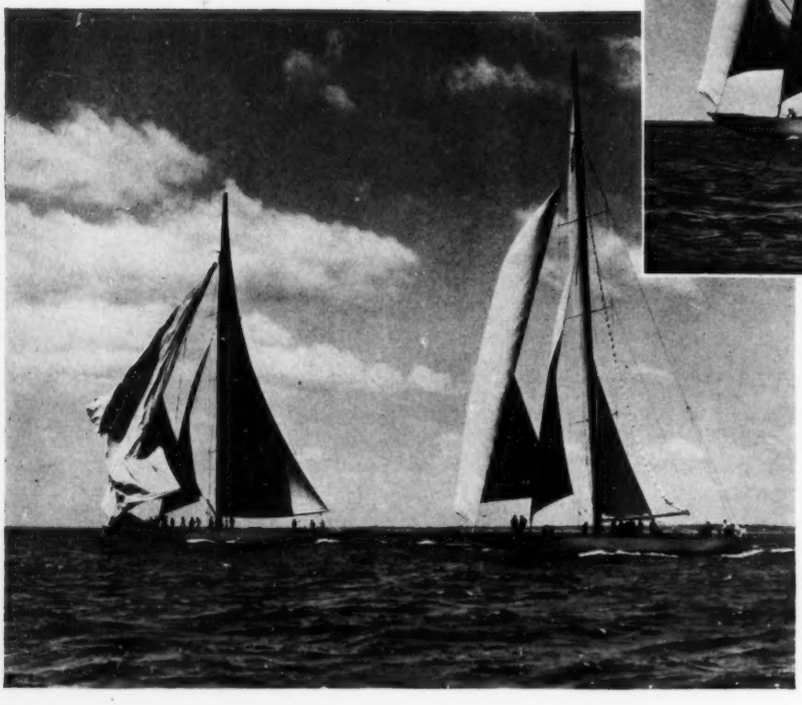


An Eventful Day With the Cup Candidates

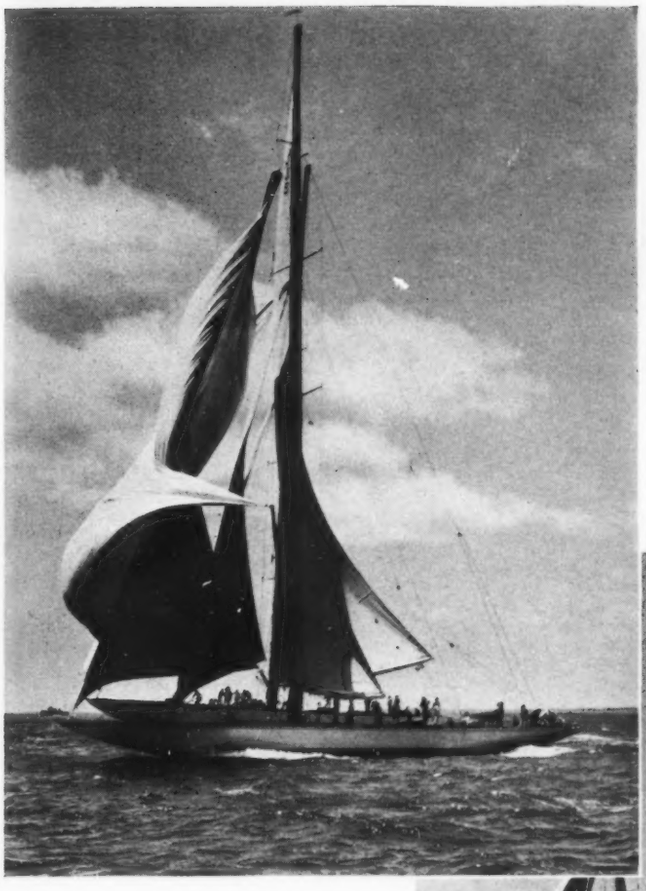
Start from Brentons Reef Lightship. "Rainbow" breaking out balloon jib and sheeting it home. "Weetamoe" in background

Both yachts run out spinnaker booms and prepare to break out the sails (right)



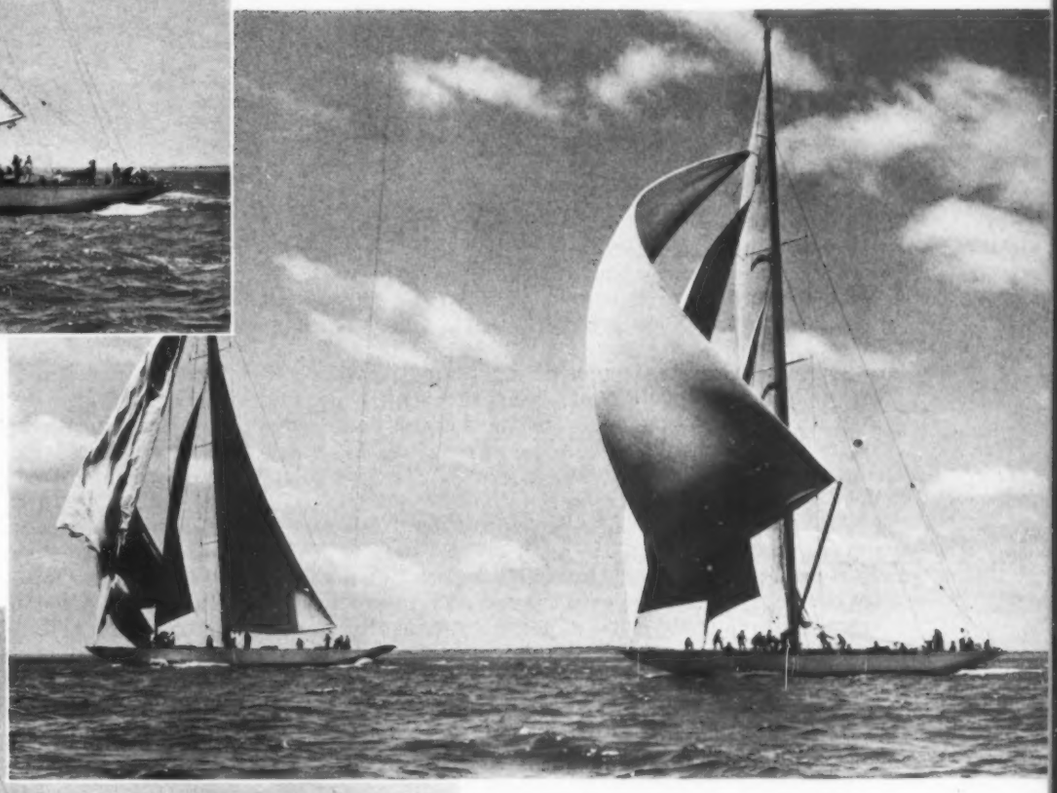


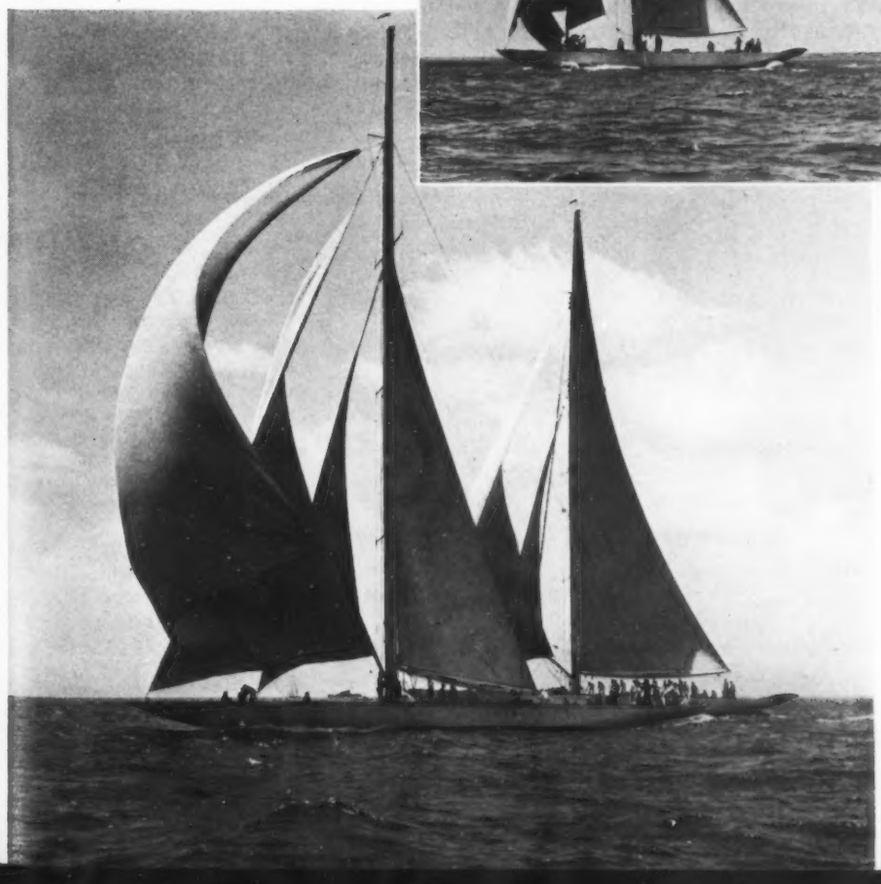
"Weetamoe's" spinnaker splits and streams out ahead, giving the crew a tussle to get it down. "Rainbow" hangs on to her ballooner until she sees what "Weetamoe" is going to do



"Rainbow's" crew breaks out the spinnaker, which wraps around the jibstay before it fills

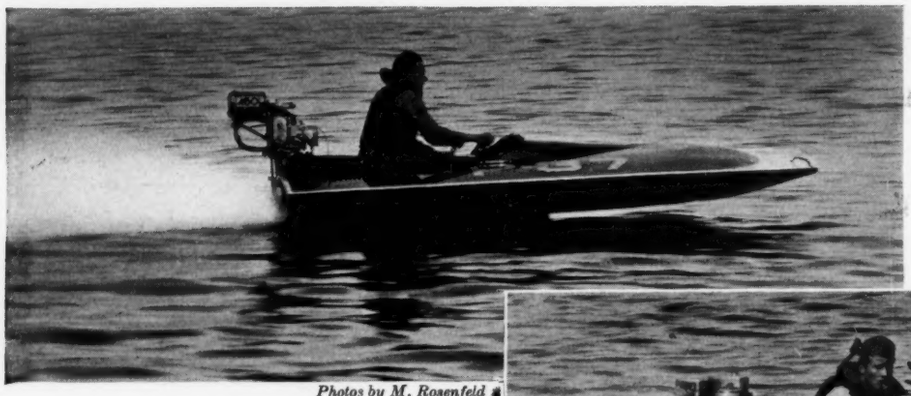
Properly sheeted and drawing, "Rainbow" closes up on "Weetamoe" as the latter's crew struggle with the torn sail





And finally passes her as "Weetamoe's" crew prepare to set another spinnaker

Photos by M. Rosenfeld



Chester F. Wickwire, of Yale, established a record of 49.288 m.p.h. in Class F of the intercollegiate contest

Below. Gar Wood, Jr., rolled up a high point score of 2,867 by winning in Classes B and C, taking second place in Class F and gathering in a few points in Class A

Photos by M. Rosenfeld

Rutgers Rules the Ripples

By EVERETT B. MORRIS

THERE is a legend on the banks of ye olde Raritan that a badly battered football player, about to be removed from a game by a compassionate coach, demanded to be allowed to remain on the field of battle. "I'd die for dear old Rutgers!" he is reported to have cried.

The modern counterparts of this famed Rutgers athlete — Samuel Hugh Crooks, Carl Schwenker, Jr. and Joel W. Thorne — put their outboard motor boats overboard in Lake Quinsigamond at Worcester, Mass., on June 30th and July 1st, and chorused: "I'll drive for dear old Rutgers!"

And drive they did. For two days they drove so well and so fast that when the fifth annual regatta of the Eastern Intercollegiate Outboard Association had run its course, Rutgers had won the national intercollegiate team championship with a point score nearly double that of the nearest rival, Yale, and Thorne, an attenuated freshman with a beard like a House of David ball player, had won the individual high point trophy.

Thus Rutgers won its second consecutive leg on the huge gold cup that is the symbol of intercollegiate outboard racing supremacy, and Thorne displaced Crooks as individual champion. Crooks, 1933 winner, was runner-up to Thorne, and Schwenker finished fifth in the final standing. Their combined efforts gave Rutgers 6,019 points. Yale, thanks to the great driving of Paul B. Sawyer, Jr. and Chester F. Wickwire on the closing day, after misfortune in the opening events had left the sons of Elihu far astern of the trio from the Raritan, took second place with 3,126. Six other contenders for the college team prize were badly distanced, and the remaining sixteen collegians striving for individual laurels were nowhere near Thorne and Crooks.

The interscholastic section of this record-breaking regatta attracted no less than 41 entries, 38 of whom actually competed and thus swelled to 56 the number of drivers who reached the starting line. Never before in the history of American outboard racing has there been

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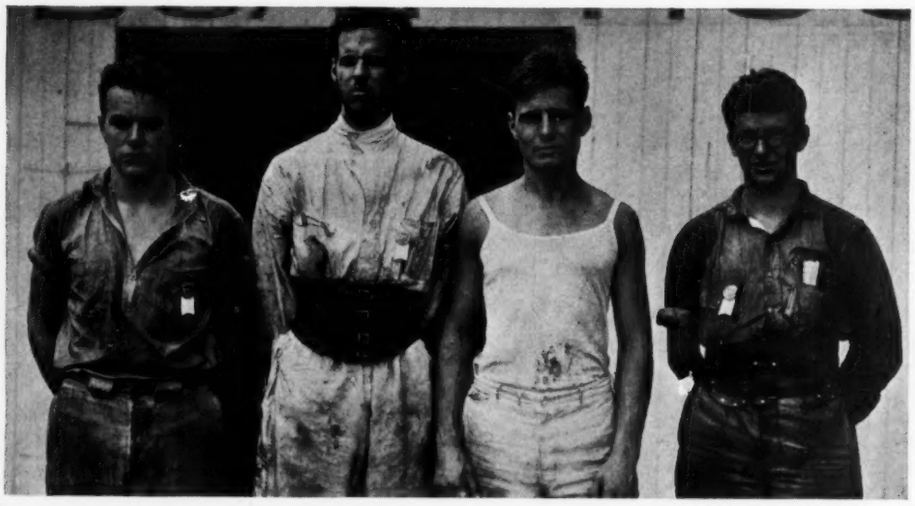


The victorious Rutgers team. Lou Eppel, Joel Thorne, Carl Schwenker, Sam Crooks. Their combined efforts gave their college a grand total of 6,019 points and the second consecutive leg on the gold cup that is the symbol of intercollegiate supremacy in outboard racing

Wide World

A close-up of "Endeavour," with her "rubber boom," on an early trial spin

Weighing the Challenger's Chances

An Englishman Describes the British Viewpoint and Sizes Up "Endeavour"

Dear Skipper:

YOU Yanks may be interested to hear what we Limies think our chances are of recapturing the Cup. On the other hand, you may not give a hoot about what we think; but here is your chance to learn, anyway.

The Cup I am talking about is that hideous and bulbous example of the Victorian silversmiths' art (*sic*) which you snitched from us in 1851 when we weren't looking. If you don't understand what Cup I mean yet, maybe you can recognize it by its official title, the Royal Yacht Squadron Hundred Guinea Cup. As a cup, *qua* cup, the thing is a fake and quite unusable. It weighs well over eight pounds and lacks a bottom, so what use it can be to a nation of sound drinkers, I'll be hanged if I know.

Well, Skipper, according to our newspapers, I see you people have as good as lost this alleged cup already. We have a yachtsman, name of Sopwith, who has a head on him and as much loose cash as the New York Yacht Club Syndicate. He means business. His job is making airplanes which he makes go very fast, and he has built a yacht with streamlined shrouds and (if I have got this morning's paper right) a rubber boom, with detachable galley funnel. He is, they say, a wizard with the joystick and he is actually going to handle his yacht's tiller himself. So you people haven't got a hope this time, they say.

All of which is mighty cheering, and I hope to join in the cheers later on myself. But I don't propose to take a correspondence course on the theory and practice of cheer leading just yet.

Well, Skipper, should we fail yet once again, we have a grand alibi, anyhow. As my newspaper points out, the conditions of the race are most unfair. Yes, Sir. The conditions are dead against the challenging yacht. She has, first, to sail across the ocean and race (in strange waters, mark you!) against the pick of your fleet. It's a crime! You know perfectly well a fragile and delicate thing like a modern racing yacht can't make a long ocean passage without getting strained, and maybe altering her shape, too. Yes. And I don't want to hear you saying it wouldn't hurt some of our challengers if they *did* alter their shape. I should have to ignore such a remark as just one more deplorable example of your crude Yankee comebacks. And say what you like, Skipper, you can't dodge the fact that the conditions are all against the challenger. She has to sail across the Atlantic. The conditions always have been against our challengers. Right from the start. From the very be-

ginning, ever since the schooner *America* sailed across the . . . Well, never mind about digging back that far. What I mean is, the conditions are dead against our challenger and you can't get away from it.

And you can't get away from the fact that you used to make our one challenger race against a whole fleet of your defenders — and you do still. Do you call that fair? I'm asking you. Do you call it sportsmanship to ask one boat to beat a whole fleet? Yes, yes, yes; I know that's what the *America* did; but that was different.

And when that ramp about our one boat racing your whole fleet was exposed, you slipped over one of your cute Yankee tricks on us. You said: "Fair's fair, and you boys shall have a square deal. We'll defend with only one boat next time." And next time you selected a whole fleet of potential defenders and our challenger had to race the pick of them. Which, of course, was just the same as racing your whole fleet, only we didn't see it then. Some of us don't see it yet.

This year you've fixed things so it looks as if the conditions really were fair at last. You've kindly agreed to let us do what you do. We are now free to pick the best of our potential challengers and match her against the best of your potential defenders. Nothing could be fairer — *if* only we had a fleet of potential defenders. But we haven't. We've got only one possible challenger, just as usual; and my paper says you've put one over on us once again. It says, as you've still got a fleet of possible defenders while we've got only one possible challenger, we've got left. The idea seems to be that it's *your* fault we haven't built a fleet of challengers.

Take it all in all, this last concession you've made in the race conditions is just an artful, low down trick, and my paper thinks we've been most unwise to accept any such concession at all. I agree. I think that you have made us quite enough concessions already. In fact, there are some of us here, Skipper, who feel that, instead of granting us any more concessions, you might as well hand us over the blamed Cup on a plate.

Well, you'll be eager to hear all about our champion, I expect. I know all about her, and then some, because I took the trouble to sail around to Harwich yesterday to see Mr. Sopwith sail *Endeavour* in her first race.

Well, Skipper, there was a nice fresh breeze, and I had to put one reef in my little *Zeehond's* main, because the Missus was aboard and she is apt to tell me all about it if I let any spray come on deck. We parked ourselves on the starting line and got a fine view of things. It was a good start. Well, anyhow, *Shamrock* and *Velsheda* crossed pretty soon after the gun, and *Britannia* and *Endeavour* fairly stormed across the line about three minutes later. Or maybe it was four minutes. So, you see, if this is a fair sample of our champion's form, your Mr. Vanderbilt will have to pull up his socks if he hopes to get the bulge on us in the starts.

The first leg was to wind'ard. *Shamrock* (*Enterprise's* old pal) seemed to be outpointing *Velsheda* and *Velsheda* seemed to be leaving *Endeavour* gently but firmly behind. I write "seemed," because you know how difficult it is to judge the relative positions of yachts during a beat to windward, and the yachting correspondent of my morning paper (who followed the race closely from the end of Harwich pier) writes that the *Endeavour* was slowly but firmly catching *Velsheda* all the time. All I can say is, I think I was in the better position to judge, and I fancy I got the right dope on the situation. And the dope seems to indicate that, in a breeze to wind'ard, *Shamrock V* is still as good as our best.

But don't start to cheer yet, Skipper. Remember, as my paper points out, that *Endeavour* was sailing this race under a very grave handicap. She was minus her rubber boom. Her rubber boom burst on her during a recent try-out. So *Shamrock* and *Velsheda* had the bulge on her. They both wore rubber booms. And if *Velsheda's* rubber boom hadn't burst on her, too, before she reached the wind'ard mark, there's no knowing what might have happened. *I* don't know, anyway. But *Velsheda's* boom did burst; and so did the *Shamrock's*. At least, she thought it was going to. So *Velsheda* and *Shamrock* sailed home under headsails only, and left *Endeavour* to it.

Endeavour sailed on. I noted an accumulating collection of pleats and tucks along the lower luff of her mainsail, and the luff of her jib developed a bow in it that made the sail look like washing hung up to dry. And she seemed overpowered in the puffs. Otherwise she was fine. So we got ourselves in a good position to see her tackle the windward leg again and give the old *Britannia* a beating, anyway. But our Champion failed us. Apparently *Endeavour* had had enough for the day. At the end of the first round she packed up. Maybe she didn't want to risk her fine new mast.

Yes. There was a breeze of wind. My paper says it was half a gale, which, of course, is too much to ask any mere yacht to face. So, my *Zeehond* being a shade tender and my Missus not wishing to get wet, I'll admit we didn't trouble to shake out that single reef in our mainsail for the sail home.

Of course, this was the first race of the season. You don't want to forget that, Skipper. I have a hunch *Endeavour* is going to increase her endeavors a whole lot yet. I hope so. I scent a change in the spirit aboard our challenger this year. It's a delicate subject; but, for example, I hear Nicholson has been given a real chance. He hasn't been asked to design a boat to win the America's Cup and ordered not to let her cost more than so much. Which is a good start, anyway. Because our Charles Nicholson is an artist and it's no use asking a real artist to paint you a masterpiece and then telling him he mustn't spend more than tuppence on paint. So, if what I hear is right, and Nicholson hasn't had to worry about anything but creating a fast boat, I think *Endeavour* will be a very fast boat — if her crew know enough to get all her speed out of her. Even so, I am scared of Burgess, who is an artist, too, and a temperamental one. And I have a good idea that you people go to Burgess and say: "Paint us the Thing as you see it; and here's a ten-league canvas, with brushes of comet's hair."

Bearing all this in mind, I am not too optimistic about our chances; but I do think you are up against a tougher proposition than you have ever been before. There will be brains, skill, organization and *command* aboard our challenger. I don't see this crew holding a committee meeting to decide if they ought to go about or not, or set a jib topsail, or something. The man at the wheel will run this ship, with some of the best men we've got to carry out his orders and help him. They surely will do their best, but I don't know if they realize exactly what they are up against. They know they'll get a beating if they throw away one foot or one second; but do they understand that if they lose an inch or a tenth of a second your men will never let them regain it?

I wonder. In the Harwich race there was a case aboard *Endeavour* of "All hands to the main sheet," and I saw *all* hands jump to it mighty smartly. But a couple of hands winding up a sheet winch would make a better and a quicker job of it. And you can bet that a man who makes airplane wings knows enough not to

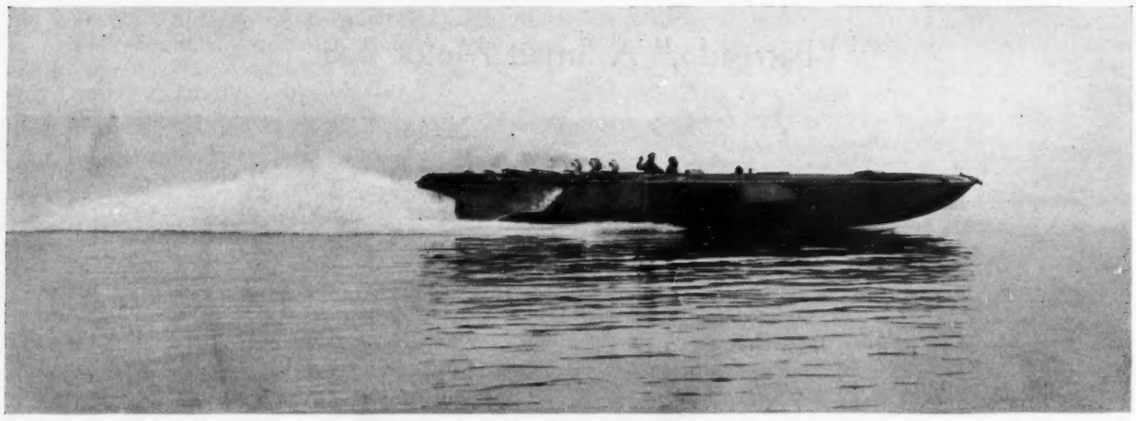
(*Continued on page 98*)

"Barreado," A Smart Motor Boat

This saucy looking craft was designed by A. W. Mackerer for Jerome S. Lucheme of Lawrence, L. I., and built by the Seacraft Company of Arverne, L. I. She is 32 feet long, 10 feet beam, and 30 inches draft. Powered with a Kermath "Sea-Mate" 110 h.p. engine, she travels at a 17½-mile pace

Photos by M. Rosenfeld

"Barreado" has comfortable quarters below, with cruising accommodations for four, toilet room forward, and well equipped galley aft. The cockpit is roomy, with raking windshield and glass panels on each side forward. The standing roof over the cockpit is short, leaving the after part clear for fishermen or sun worshippers. "Barreado" will fly the burgee of the Freeport Yacht Club

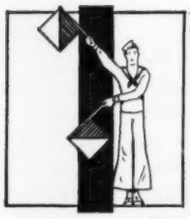


This aeroplane carrier, 55 feet long and 18 feet beam over the sponsons, made 55 m.p.h. Her weight was 27 pounds per horse power

More About Speed Possibilities

A Discussion of the Inverted "V" Type and the Surface Propeller

By ALBERT HICKMAN



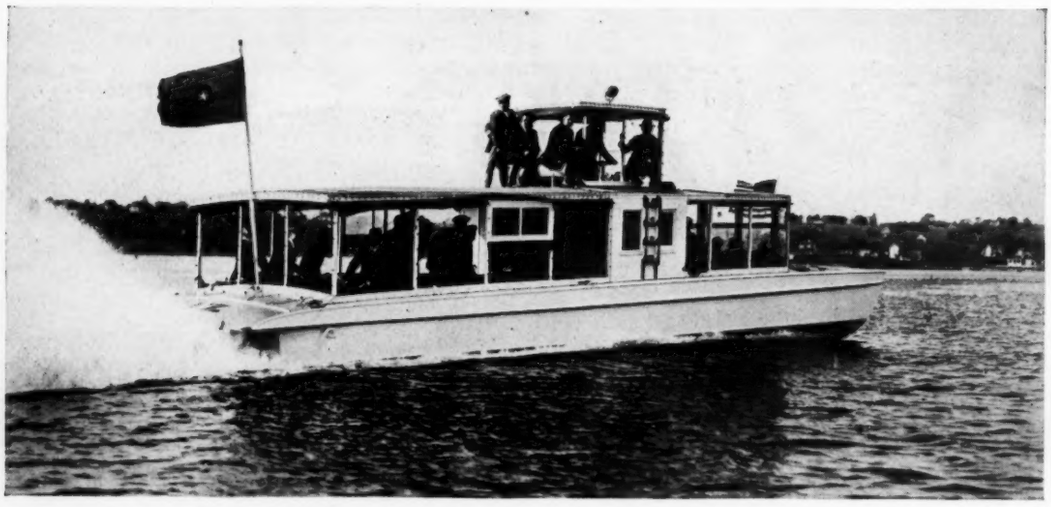
IN THE JUNE issue of YACHTING for this year George F. Crouch published an article called *Speed Possibilities — And Some Probabilities*, in which he refers mainly to various forms of hull design and arrangement of propulsion system as affecting the relative speeds of fast motor boats. In the course of this article Mr. Crouch says:

"The only successful unconventional method of propelling a boat at high speed is the surface propeller developed by Albert Hickman, the same man who developed the only successful unconventional hull."

We all recognize that Mr. Crouch is one of the foremost designers of fast boats in the world, and one of the best informed of the recognized authorities on high speed boat design, and I am proportionately grateful for this outstanding recognition. However, in some of Mr. Crouch's further comments on our boats in this article, the inverted "V" bottom and surface propeller types, which have been built under the trade name Sea Sled, there is enough inaccuracy in his statements, from my point of view, to give a basis for a bit of controversy — and controversy is always inspiring.

Perhaps my statements at times in reference to the performance of Sea Sled boats have been forceful, and the claims have been broad, but I think they are attested by unimpeachable data. So, let us go to the mat with Mr. Crouch. First, we shall have to quote another paragraph from his article:

"Among the many odd forms, the inverted 'V' or Sea Sled hull is perhaps the only one which has shown real value. The Sea Sled is, of course, a patented form and this is not the place to make comparisons other than to say that it will perform very well when sufficient power is installed. According to my belief, the inverted 'V' is a



A 50-foot river type passenger boat. Her speed was 31 m.p.h. and her weight about 51 pounds per horse power. She readily carried 64 people

true planing type. For extreme speeds, however, it does not promise those extraordinary results which we all seek."

If this be praise, might it not be the faint praise which is supposed to damn? Let us have a look.

The question is whether certain forms of the Sea Sled hull do not promise more in the way of high speed efficiency — actual speeds attained on a given weight per horse power — than all other practical boat forms so far tested, the extraordinary results in speed which we are all seeking. There is but one way to test the promise. It is by learning whether the results so far shown with a given type of boat have been better than those of all other types. If so, the further development of this type should certainly be considered as showing the best promise of improved speed efficiency in the future.

As Mr. Crouch has stated, the Sea Sled boat is a patented type, the patents covering both the hull form, with its recent improvements, and the surface propeller system of propulsion. The patent rights have always been in the hands of a relatively small corporation with limited capital and I believe it to be no exaggeration to say that not one-hundredth part of the possible engineering development in these boats and in this propulsion system has been carried out. While the original hull form and surface propeller system may seem simple, the engineering problems involved in their complete development are most complicated, and would require and would repay the attention of the best brains in the marine industry.

As a case in point, Mr. Crouch assisted me in the design of a river type passenger-carrying Sea Sled, and his contributions to the details of design in that boat helped in making her one of the most outstandingly successful craft of her particular type that we ever produced. She was designed to carry 20 passengers and 2000 pounds of baggage at 30 m.p.h. She readily carried 64 passengers at 31 m.p.h., showing extreme efficiency. On one occasion this boat staged an "accidental" performance, which I have referred to elsewhere. While carrying 50 passengers in about 15 feet of water she suddenly began to increase her speed above normal for this load, and continued to increase speed until she had to be shut down on the course she was running. This was a case of an unearned increment — as if the boat had got onto the forward side of her own displacement wave as a result of the peculiar design of the bottom, the buttock lines aft showing increasing angles with the water line. This performance in itself indicated new and unguessed speed possibilities in the future when the engineering data might be more complete. This was but one instance, the speed being relatively low, around 31 m.p.h., and the weight per horse power being high, somewhat in excess of 50 pounds per horse power.

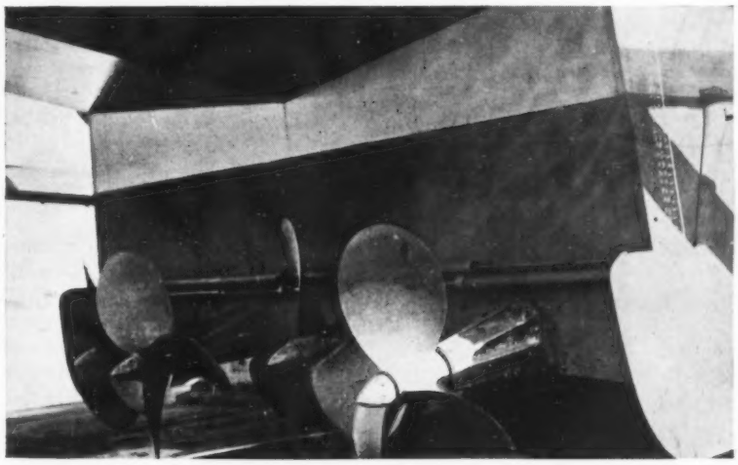
Also, perhaps still more surprising, this boat, which was a four engine, four surface propeller job, showed the ability to run relatively fast when light, around 18 to 20 m.p.h. on two propellers only, dragging the other two with the engines shut down, and apparently showed no distinct planing point.

Let us tabulate the performances of a few Sea Sled boats as compared with those of the typical fast boats of round-bottom, stepless "V" bottom and step hydroplane types as recorded in Mr. Crouch's chart on *page 68* in the April, 1934 issue of YACHTING.

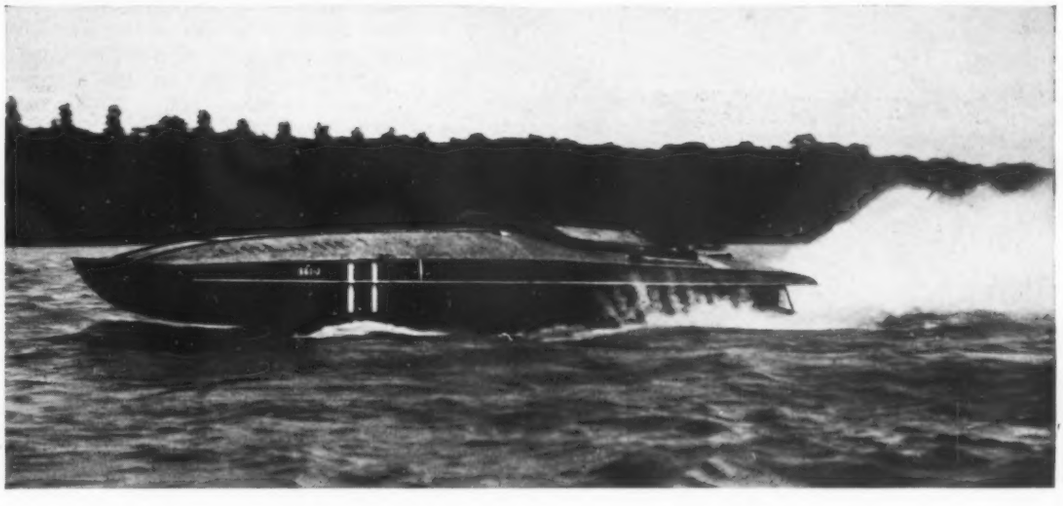
The last example shown, that of the 55-foot airplane carrier, is abnormal in Sea Sled design. The Navy representatives reported a speed of 55 statute miles per hour on these boats, which weighed approximately 50,000 pounds, varying somewhat with the fuel load carried during trials. The bottom lines differed somewhat from those ordinarily used. The weight of 27 pounds per horse power shown is so high that we doubted the correctness of the figures until they were carefully checked.

All the above Sea Sled speed efficiencies with the inverted "V" bottom hull driven by

(Continued on page 104)



The four surface propellers, each turned by a 450 h.p. engine, which drove the aeroplane carrier



"Orlo III," 35 feet long and 8 feet 6 inches beam, a racer with a speed of 57.799 miles. Her total weight was 18 pounds per horse power

A. C. Church

In close quarters as the racers approach a turning mark

Fine Racing by Schoolboy Sailors

By WILLIAM UPHAM SWAN

THROUGH the successful application of their yachting knowledge and skill, following a brief experience handling a strange craft in unfamiliar waters, three boys from the Belmont Hill (Mass.) School, John D. Sprague, Julian Underwood and Samuel Vaughn, Jr., won the fifth interscholastic yacht racing championship sailed the last week in June in Buzzard's Bay under the auspices of the Beverly Yacht Club. Belmont Hill will, therefore, have the custody for the coming year of the beautiful silver knockabout presented three years ago by Clifford D. Mallory, President of the North American Yacht Racing Union, as a perpetual trophy.

Neither Captain Sprague nor his crew had ever sailed so large a boat as a Herreshoff 15-footer, an old gaff-rigged centerboarder, nor had they ever made up and broken out a spinnaker. Yet they won three firsts, two seconds and a third, thus checking the championship aspirations of some fifty youngsters from seventeen other preparatory institutions, who had received their nautical training under the flags of thirty-odd yacht clubs.

Wm. F. O'Connor

The Belmont Hill crew, Julian Underwood, John D. Sprague and Samuel Vaughn, Jr.

What the outcome might have been if Frank B. Jewett, winner of the Sears Bowl for Vineyard Haven last year, and regular skipper for the Tabor Academy crew, had not been ill and laid up during the preliminaries and one of the final races, is conjecture. He and Sprague clashed twice and broke even. The Tabor crew won second prize, a silver shield. Credit for taking Tabor into the finals goes to Irwin W. Tyson, whose previous sailing experience had been confined to sailing canoes on the St. Lawrence, and to the crew, Hubbard Phelps and H. C. Soule, the substitute.

The eighteen crews entered were given three preparatory races in two divisions, the four highest point winners going into the finals. The same boats were used by the same crews throughout the preliminaries, with a reassignment by lot for the finals. The nine races were sailed in light to moderate airs over courses that averaged about five miles in length. There were several commendable instances of crews withdrawing after unintentional fouls, so that there were no protests to be adjudicated. Another instance of good sportsmanship developed during the series, in the unanimous petition of the boys for the acceptance of a race in the preliminaries in which all hands had been led to the wrong mark by one of the race officials. While in nearly every instance the boats were returned to their owners in good condition, it might be well for the Interscholastic and other associations which have to borrow boats for championship purposes, to offer a worthy prize for the craft that is kept in the best condition during the series.

(*Continued on page 100*)

Rosenfeld Photos

Spirited gyrations marked the start. Class B heading for the down stream stretch

New York's "Driftwood Derby"

Motor Boat Race Around Manhattan Revived After Two-Year Lapse

THE Around Manhattan Island motor boat marathon, revived on June 24th after a lapse of two years, teemed with drama and excitement as fifty outboard craft and ten inboard runabouts attempted the 29½-mile dash through flotsam, jetsam and heavy river traffic.

A brisk southerly wind, blowing against the last of the ebb, kicked up a nasty sea at the start, and this chop, combined with the wash of river craft and of the inevitable runabout that barged across the course, made wicked going for the tiny, high-powered boats. They danced, they stood on their tails, they yawed this way and that. Only the boats whose pilots took them close inshore, dodging in and out among the anchored yachts, seemed to get planing at once and straightened out on the way down stream.

Records for the course fell, there were minor shipwrecks by the dozen and two more serious accidents which resulted in the injury of two contestants and a like number of spectators.

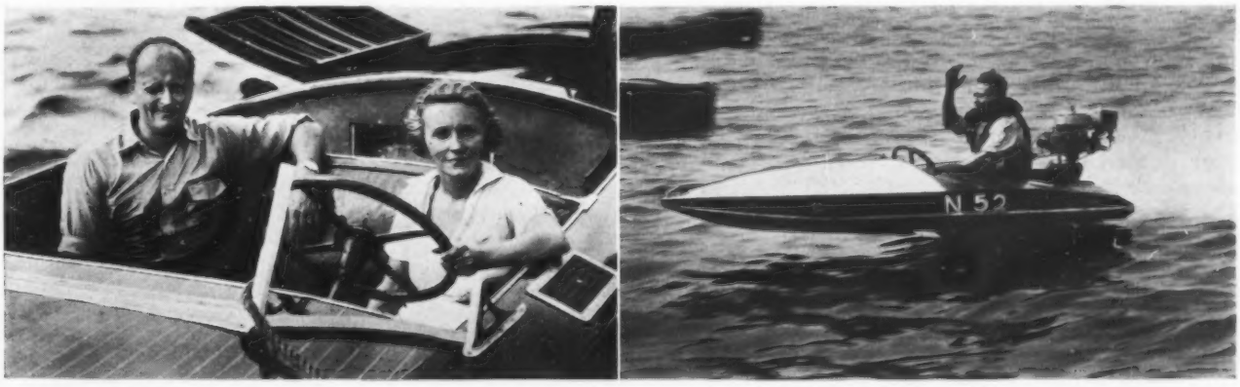
George Waller, a New Rochelle marine motor mechanic who has been seeking victory in a major event for five years, drove his Class B unit around Manhattan in 51 minutes to take first place in the outboard handicap race. His time was just short of the record, but the men who finished second and third in a three-boat scramble for runner-up honors that gave the huge crowd ashore its greatest thrill wiped out the old mark.

Everett Shannon, of Audubon, N. J., and Fred Jacoby, Jr., of North Bergen, N. J., one of the country's most famous and successful marathon drivers, drove Class C outfits over the course faster than any outboard ever had been able to cover the course before. Shannon, who was second to Waller, was clocked in 49 minutes 14 seconds; Jacoby, the third finisher, in 49:16. In 1931, when the event was last run, Charles Cabot of New Haven, driving a big Class F engine, established a record for the circumnavigation of Father Knickerbocker's isle of 50 minutes 19 seconds.

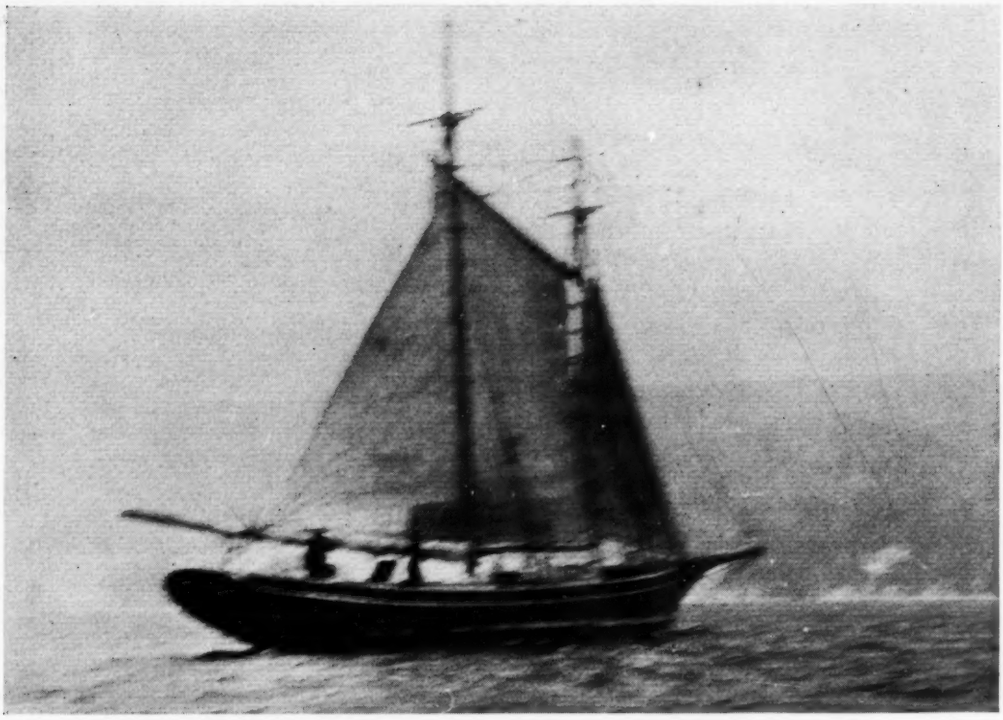
The first amateur to finish was Henry P. Shakeshaft, Jr., White Plains, N. Y., High School senior. He was fourth, his small Class A boat being passed in the last fifty yards by Shannon and Jacoby. That is handicapping at its best.

Harold Chapman, of East Moriches, L. I., winner of

(Continued on page 102)



Left. Mr. and Mrs. John M. L. Rutherfurd in the cockpit of the Kermath-powered Hackercraft which won in Class I. "Becky" averaged 42.05 miles per hour. Right. In the outboard division George Waller took first place with his Class B unit. His time was 51 minutes



Jumbo, foresail and storm trysail was plenty of canvas for "Marit" to show to the snow-laden wind

A Long Chance

Part II—A Bitter Passage from Newfoundland to New York in Winter Weather

By CARL L. WEAGANT

THE first forty miles of the passage from Corner Brook, Newfoundland, to New York was in smooth and sheltered water. With the *Marit* shortened down to jib, jumbo, foresail, and storm trysail in place of the mainsail, we headed down the Humber Arm for the Gulf of St. Lawrence. Despite the small spread of canvas, a fresh and weighty following wind sent her reeling along through the dark water at good speed. On both sides of the Arm the wooded shores rose to snow-covered mountains. The dull afternoon sun threw a cold, fantastic light on their silvered peaks. Blow-Me-Down Mountain, so named because of the vicious squalls which sweep suddenly down from its heights, stood supreme among the lesser ranges. Overhung by lowering gray clouds, which were racing out of the southeast, the whole winter panorama appeared grim and awesome, yet it possessed an indescribable fascination. We stood on deck in the raw, gusty wind viewing the desolate but majestic scene with exhilaration.

The behavior of the *Marit* was satisfying, too. She steered easily and responsively. Leaving a smooth wake, she forged along as steadily as a big ship. Her easy motion was reassuring. Below decks, "Red Hot Jenny," the stove, made the main cabin warm and cozy. It was Thanksgiving Day and on top of the stove a grand mess of potatoes, corned beef and soup, all stewed together in one big pot, was steaming. Never did a Thanksgiving dinner taste better. When Coulton Waugh played a round of sea chanties on the accordion, the music added the final perfect touch to the feeling of good cheer and festivity.

By nightfall we reached the Gulf and took departure from South Head Light. Several snow flurries passed over, temporarily cutting the visibility to zero and giving us a foretaste of the hellishness of sailing through blinding snow. The fog signal at the light gave out its mournful blasts. There was a heavy swell running outside and *Marit* took the seas comfortably, but not so our too full stomachs. The wind was in the south but showed signs of shifting toward the west. We headed straight offshore to make as much offing as possible before we were headed and before another northwest gale made up. To get as far off that reef-strewn and wreck-strewn west coast of Newfoundland was our main objective. We had been repeatedly warned that in a northwester it was impossible for a sailing vessel to weather that coast.

Before midnight we had made a fair amount of offing, but the wind was shifting fast toward the northwest and blowing half a gale. It grew bitterly cold. Spray began to freeze on deck and in the rigging. The piercing wind bit right through many thicknesses of heavy clothing. Driven snow and sleet stung the helmsman's face. A northwest gale was unquestionably on its way and we were in for a cold beating.

As the wind shifted toward the northwest we were headed farther and farther north toward the Straits of Belle Isle, away from our destination; but it was the only tack that would keep us safely offshore. By this time four of the crew of five were laid low with seasickness. The piercing cold made the devitalization complete. An hour's trick at the wheel drew out interminably. When relieved, we crawled below, feeling half frozen and half dead, and passed out in the nearest bunk or on the floor, where Slade and I kept company. No night at sea was ever blacker, colder, or more miserable.

Some time in the morning we were roused out of our stupor by a call for all hands on deck. As we stumbled groggily toward the companionway, we could hear a sail slatting furiously. The jumbo had pulled out the cleat which held its sheet and the sail was flaying about wildly. Dennis Puleston, the only man who had not succumbed to seasickness, had gone forward on the icy deck and in an effort to grab and hold the sheet had pulled his shoulder out of joint. "Bud" Smith and I slithered and crawled forward. Ducking the jumbo boom, which was slamming about the fore deck, we managed to lower and stow the torn remnants of the sail. Meanwhile "Pills" had gone below and Slade was yanking at his arm in an effort to pull it back into place. It refused to return. Sitting on the floor with one foot braced against his shoulder, I made a try at it without success. Finally Coulton did the trick. By that time "Pills" was as *hors de combat* as the rest of us.

However, the light of morning, gray and bleak as it was, brought a little cheer after the pitch blackness of the night. Revived somewhat by a pot of strong hot tea, we went on deck to wear around on the other tack — it was blowing too hard and the seas were too big to go about. On the starboard tack we headed south toward Cabot Straits. "Pills" had kept close track of the courses and log readings that night and we felt that we had sufficient offing. The wind had settled down in the northwest and it was blowing a gusty gale. Snow squalls passed over periodically. During the night, the fore deck had accumulated a heavy coating of ice and the after deck was covered by several inches of it. We set to work pounding and breaking it off with the birch log mallets which served to crack and loosen the ice from the deck so that it could be shoveled off. In the course of the day we must have knocked off the rigging and cleared off the deck more than a ton of ice.

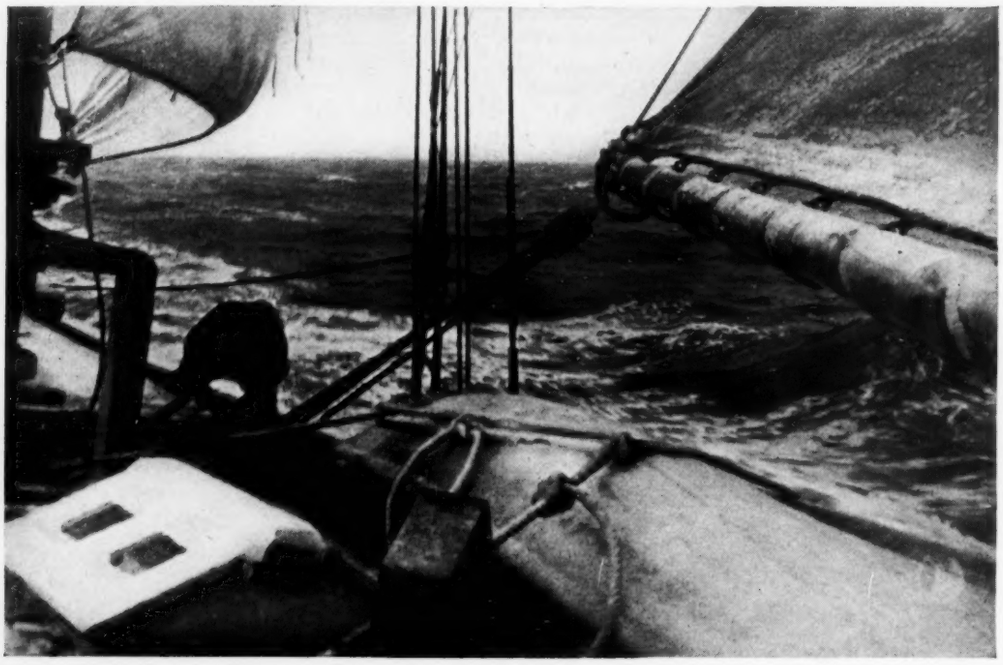
The second night at sea was even colder than the first, but we were becoming accustomed to it and our stomachs were also better adjusted after the initial shaking down. "Red Hot Jenny" was kept burning full blast and the small main cabin became as hot as an oven. It was so hot, in fact, that, when we came below from the cold air, we became "dopey" and sat about the cabin in a sleepy daze. Besides keeping us alive below, "Jenny" was kept busy thawing the ice out of our clothes and warming them so thoroughly that they retained enough heat to keep us from feeling the cold during the first half of the hourly watches. We made a good run that night, holding west of south to give the coast as wide a berth as possible, and by morning our dead reckoning put us clear and to the south of the coast, which we never saw. Bearing off through Cabot Straits, we headed toward St. Paul's Island.

Once or twice we thought we heard a fog signal, but the whistling wind and surging seas made it impossible to hear with certainty or to determine the direction from which the sound came. Kept on edge by fear of running on St. Paul's Island, we peered intently ahead, hoping for a break in the snow. Finally a break came in the long series of snow squalls, revealing the rugged outline of the island dead ahead. Big seas crashed high against its jagged cliffs. The rising sun occasionally broke through the scudding clouds to cast a weird crimson light on the bleak hills at the south end of the island while the north end was hidden in a black snow squall. Lonely and

Spray flew the length of the schooner, freezing as it fell, and spars, sails and rigging were sheathed with ice

desolate, it was a forbidding sight as it loomed out of the snow. We bore well off the southern end and shaped a course toward Cape Scatari.

In the channel between St. Paul's Island and Cape North, the northern extremity of Nova Scotia, the seas were high and confused. *Marit* reeled along before them, bearing well the load of ice which had again accumulated. The whole starboard side was covered with a solid sheet of ice, about the bowsprit and bobstay icicles of fantastic shape had grown, and the entire deck was white with frozen salt water. Setting to work again with the mallets, we cleared off as much of it as could be safely reached. By nightfall, which comes all too soon in those latitudes at that time of year, enough had been removed to insure safety.



We got out near the Stream, through the confused waters of Sable Island Bank, and into warmer waters

During the second day at sea we must have hammered a ton of ice off the rigging and decks with wooden mallets

There had been no slackening of the wind that day and with the coming of night it blew harder. Neither was there any relief from the snow. The powerful light on Cape Scatari, from which we had hoped to take our departure, was hidden in the impenetrable white pall. On the basis of our dead reckoning, we gave the Cape a wide berth and then hauled up on the wind to reach down the coast of Nova Scotia, under the lee of which we hoped for easier going and shelter from the unrelenting northwester. However, we quickly found that it was impossible to hold that close to the wind. The spray became so heavy that *Marit* would have iced up dangerously in a short time. Forced to take the seas on the quarter, we headed off to sea toward the Gulf Stream. Once in, or near, the Stream, we knew that the warmer air and water would melt the ever-increasing burden of ice.

There was little change in temperature that night, but by noon the next day the ice was beginning to drop off the sides and rigging and that on deck became mushy and was easily shoveled off. The northwester, however, continued unabated and that afternoon we were struck by hard sleet squalls. Both the jib and storm trysail had to be taken in. Under foresail alone, *Marit* was driven faster and faster into the turbulent seas of the Sable Island Bank. The confused seas were unpleasant reminders of the proximity of Sable Island, graveyard of so many fishing vessels. Sailing blindly through the sleet and black squalls and with the wind blowing so hard that fog signals could not be heard, we had only our uncertain dead reckoning upon which to depend. We headed farther out to sea, still keeping an eye and ear out for the island. The tension of constantly watching the black horizon ahead in hope of catching the flash of a light between squalls and of listening intently for a fog signal was finally relieved. By midnight the seas became more regular, telling us that we were in deep water, well clear of the island.

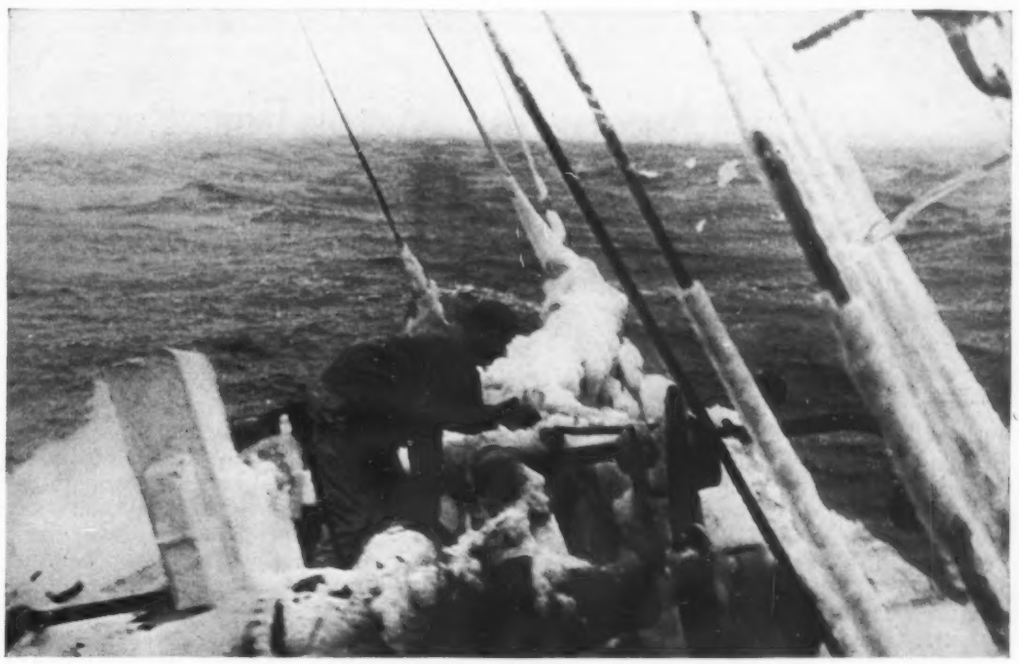
By morning we crossed the hundred fathom curve. The temperature had risen about twenty degrees, and all of the ice had disappeared. The northwester had blown itself out and a light northeasterly sprang up,

giving us a fair slant. With the jib and trysail set again, we jogged along easily, no longer worrying about icing up. But by this time we were about five hundred miles east of the coast; if another northwester set in, it might take weeks to make port.

Fortunately, the wind held in the east and south for the next three days and we made up the westing, closing the coast near Cape Sable. Then the wind began to shift toward the west. With the mainsail set and the jumbo, which had taken one day to thaw out so that it could be sewed, and four days to repair, bent in place, we held on the starboard tack into the Gulf of Maine, holding north of west in anticipation of another northwester. But, instead of continuing into the northwest, the wind backed into the south again. Sailing by the wind, we continued on a westerly course toward the coast of Maine.

The sun had not been out long enough to get an accurate sight since we left Curling and we began to wonder exactly where we were. We had been keeping an eye out for a steamer or fishing vessel that could give us a fix, but they had a habit of appearing only at night when it was impossible to speak them. Finally, on the afternoon of the eighth day out of Curling, we sighted a schooner at anchor and headed for her. Speculating on our whereabouts, we each estimated the position and put a cross on the chart. The man who came closest would be rewarded by relief from his watch that night. The five crosses were spread over some forty miles.

Then, as we approached the schooner, a trim Coast Guard cutter appeared, heading directly for us. From her we could get an exact fix. However, we were saved the embarrassment, for directly ahead a buoy was sighted. That far at sea it could be only one of two places, Cashes Ledge or Cultivator Shoal. We were divided as to which it was. Heading straight for the buoy, as if making a perfect landfall, we ignored the cutter until we drew close enough to make out the letters CL, Cashes Ledge. Then we rounded up smartly and waited for the cutter to come alongside, as we wished to be reported. The captain asked if I wanted to come aboard and use the radio telephone, but we had prepared a message in a tin can which was tossed aboard without delay.



We had to hammer the ice off the running rigging and pound it clear of windlass and ground tackle

Off Sands Point in the "Arctic smoke" that rose from the water, our wheel and binnacle crusted with glittering ice

With the position well established, we found that Bud Smith had come within five miles of it, taking the prize, and that the dead reckoning was only thirty miles in error — not bad after a run of nine hundred miles. From Cashes Ledge we continued, sailing by the wind, toward Portsmouth, unable to lay a course to the Cape Cod Canal. However, the southerly petered out that night and under power we were able to head her south for the Canal. But before morning we were under sail again with a rising northerly wind on the quarter. At eight that morning we were off Boston. Twenty-four hours later we were in City Island, making the run

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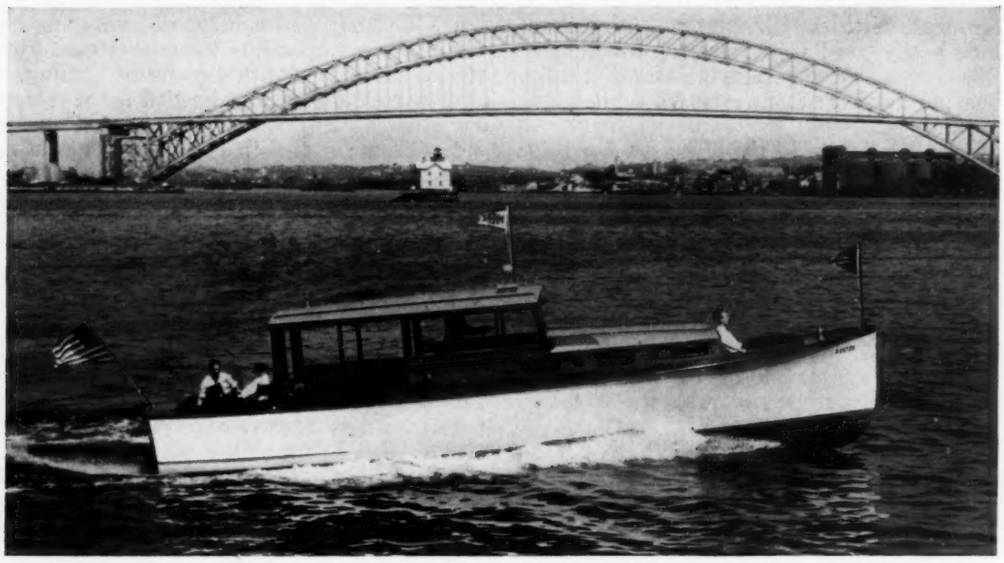

"Norwar III," a 38-foot twin screw Cruisette owned by Northam Warren, hails from Sayville, L. I.

Among the Motor Boat Racers

By GEORGE W. SUTTON, JR.

HEE! What a racing season this is turning out to be! Already the American Power Boat Association has held more sanctioned events in the East than in the entire season last year, with excellent fields of entrants, and with almost an equal number scheduled during the coming two months. Out in the Middle West Jim Mulroy is busy holding sanctioned N.O.A. regattas in which large numbers of drivers are appearing, and issuing new sanctions for further events to come. On the Pacific Coast the N.O.R.C. commissioner, E. G. Petherick, has superintended or sanctioned nine regattas.

After all, motor boat racing is a matter of supply and demand. If the public will support regattas, the yacht clubs and Chambers of Commerce will hold them and the drivers will flock to them. Please do not misunderstand that word "support." The public seldom pays to see even the best of the motor boat events, but if that same public is willing to spend half a day watching the boats, and the motor boat officials run around in circles, that is called support. And it is sufficient to warrant the yacht clubs, the towns, the tradespeople and the busy officials in giving up time and money for the sport.

Final proof that motor boat racing is on its highest crest since 1927 is offered by the fact that an attempt is being made to revive cruiser racing, which has been as dead as King Tut and for almost as long. The Block Island Cruiser Race actually attracted six boats and the officers of the Colonial Yacht Club seem bent on reviving the Bear Mountain Handicap.

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Far be it from me to point the finger of derision at my friend Jim Mulroy for being a luckless predictor. I have made too many fallacious predictions myself. But it seemed a bit rough on him when, a few days after he had confided to the newspapers that this year would see practically no new outboard records made, young Lewis Carlisle, the Hun School boy who last year walked off with the outboard scoring championship of America, the Townsend medal, went out and established two world's records in the same afternoon. I say world's records, but I mean American records because, unless Lewis' procedure differs from that of practically all other American record breakers and he applies for recognition of the International Motor Yachting Union through the Y.A.A. and the A.P.B.A., his amazing speed of 52.941 m.p.h. at Geneva will never reach the international record books. And yet it is the fastest time ever made in competition in any outboard class.

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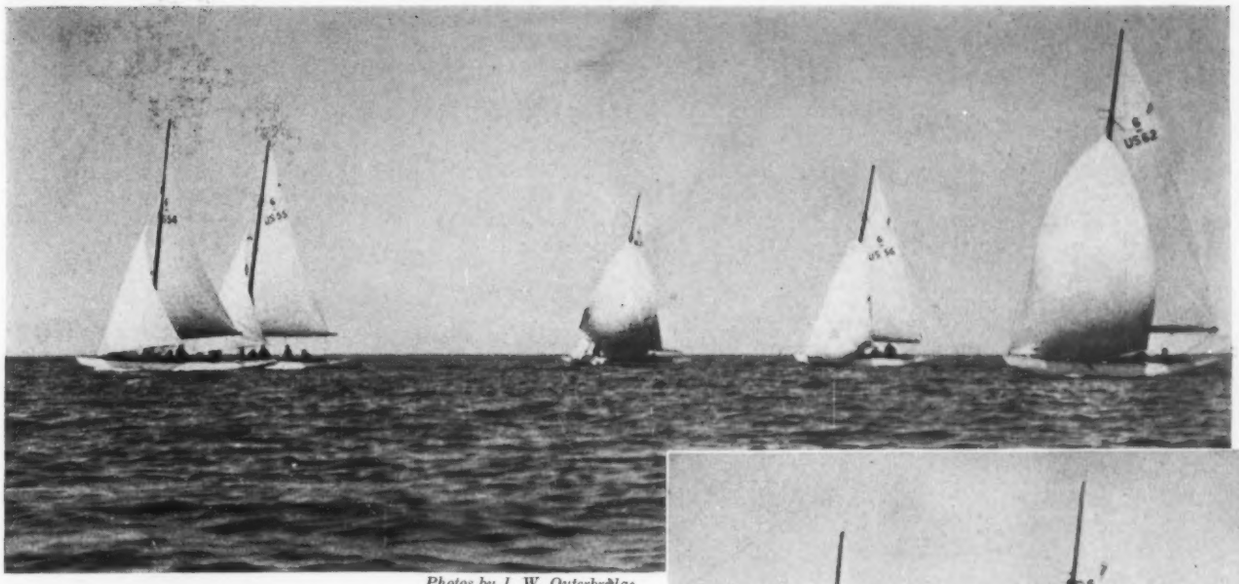
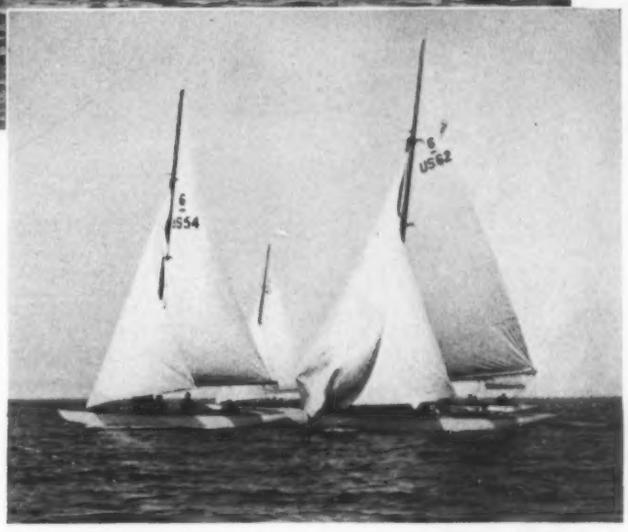
Here's news! Gar Wood has dismantled *Miss America X* and is planning a new and much lighter boat, using only two of the 12-cylinder Packards which have made racing history. In other words, Gar has taken seriously the idea of low-weight-per-horse power so strikingly illustrated by Hubert Scott-Paine in the last Harmsworth race and seems ready to forsake the principle of brute horse power regardless of hull weight. You remember, of course, that the little *Miss Britain III*, with only a fraction of *Miss America X's* power, skittered around the rough, 35-nautical-mile course only a few feet behind Gar at about 86 miles per hour. Gar, with oil and fuel engineers, is experimenting with one of the wonderful old Packards from *Miss America X* and already has been able to increase its 1600 horse power by about 200 with no increase in weight. With two such engines in a light hull he believes 130 miles an hour is a distinct possibility. The late Sir Henry Segrave, Scott-Paine and some of the Italians have made wonderful records with one and two engines in light boats. In other words, the American boat in the next Harmsworth probably will be faster, lighter and less expensive.



Photos by J. W. Outerbridge

"Bob-Kat" and "Lucie" fighting for the lead, with "Sprig," "Jill" and "Jack" trailing



Right. "Bob-Kat" and the new "Jack" in close quarters

"Sixes" Prepare to Meet Scottish Invasion

THE International Six-Metre team match, which takes place off Oyster Bay the latter part of September, ranks second in importance only to the America's Cup races, and promises to be as close and interesting an event as the numerous matches held previously both here and abroad. Inasmuch as the second British-American Trophy was won outright by the American team of "Sixes" which journeyed to the Solent two years ago, the present contest will be for the first leg on a new British-American Trophy, three wins being necessary for permanent possession.

The challenging craft this year will all be Scottish "Sixes," hailing from the famous Clyde. The make-up of the team is unknown as yet, but four new boats were built during the past winter, and as the Clyde fleet already included many fast "Sixes," the United States team is sure to meet with the keenest kind of competition.

Preparations are well under way to meet the Scottish invasion. We still have *Bob-Kat*, *Lucie* and *Jill*, members of the victorious American team of 1932. Then there are *Anis* (ex-*Totem*), *Sprig*, *Meteor*, *Comet*, *Cherokee* and *Mars*, all of which have a lot of go in them. And last but not least, we have four brand new boats, built under the slightly changed measurement rule, so that it looks as though the competition for a place on the American team might be almost as interesting and close as the final team matches.

Many of our existing boats have already made alterations to rig or ballast, in accordance with the new rules, and several more will undoubtedly follow in their footsteps after some preliminary tryouts. The changed rules usually allow old boats a small increase in sail area, or an additional amount of ballast, or, perhaps, a little of both. *Anis*, for instance, has added lead to her keel, and the former Sound champion, heretofore a light weather boat, now stands up to her work in quite a breeze.

In the early racing, *Jill*, *Lucie*, *Cherokee*, and *Bob-Kat* have shown that they will take a lot of beating, *Jill* having won the Philip J. Roosevelt Trophy for a series of early-season races held off Oyster Bay, with the others right on her heels. *Jack*, the new boat designed by Sparkman & Stephens for J. Seward Johnson, has yet to find herself, but alterations being made are expected to inject a lot of life into her. The other three new craft have not been under sail long enough for us to form an opinion as to their capabilities.

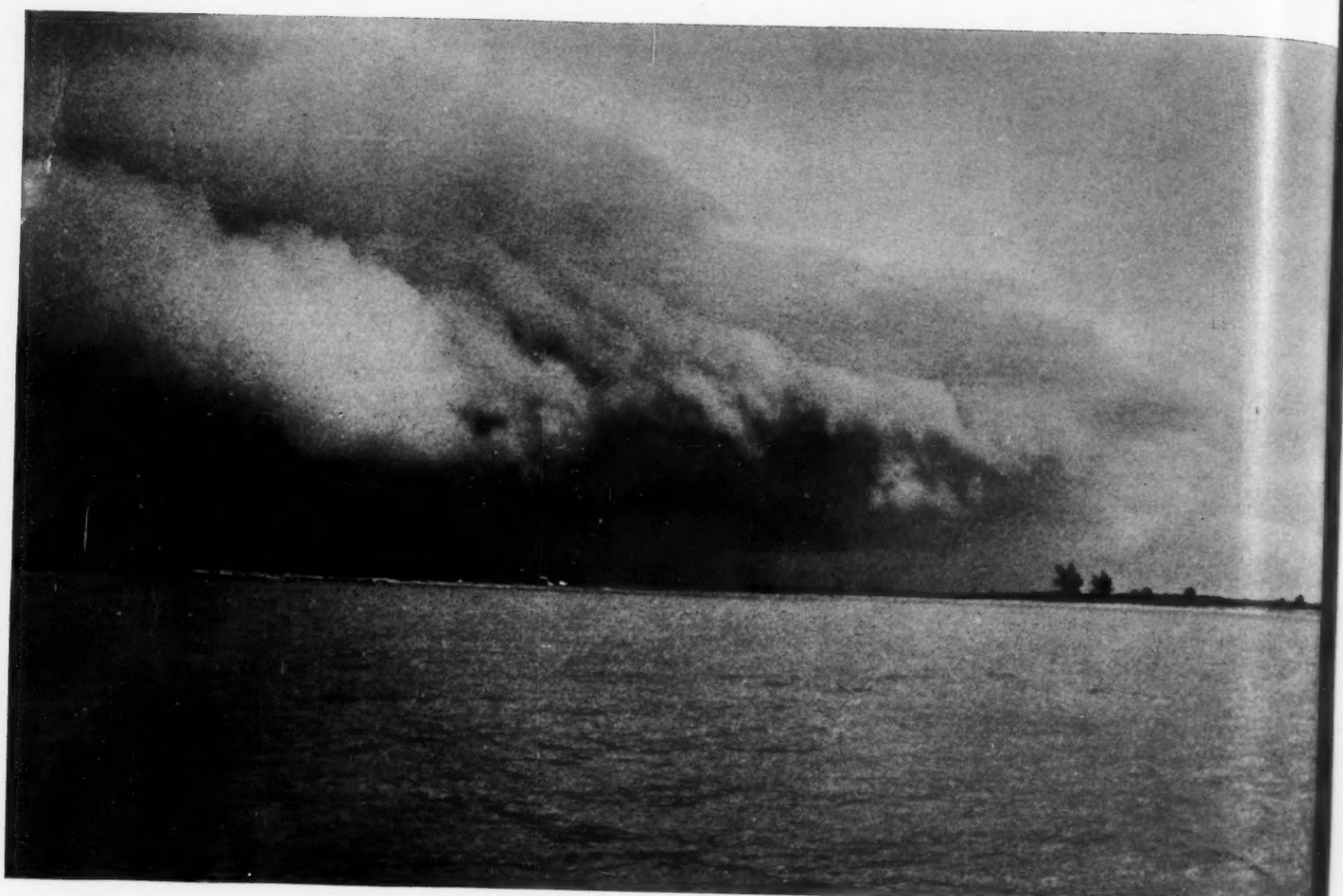
Below is a list of Six-Metre boats on the East Coast which will be in commission this year, all of which are eligible for the American team:

Jack. Designed by Sparkman & Stephens for J. Seward Johnson. Built 1934.

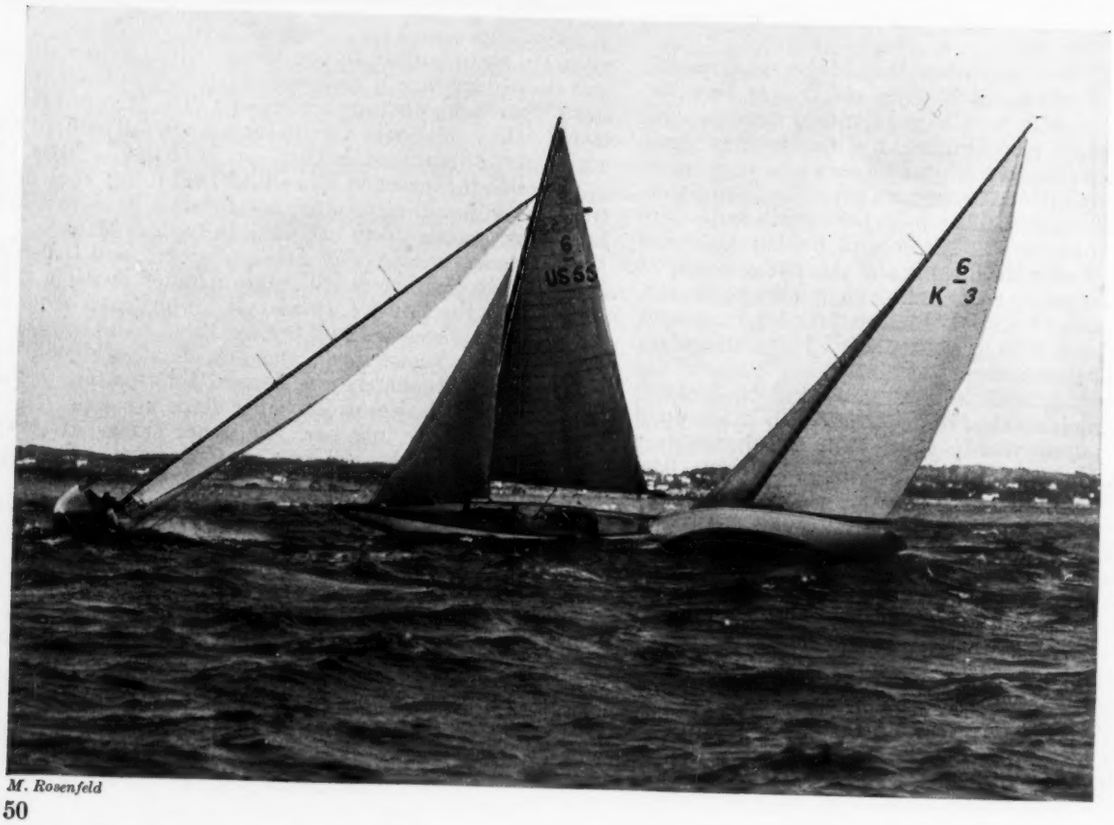
Erne. Designed by her owner, Herman Whiton. Built 1934.

Swallow. Designed by Sparkman & Stephens for a syndicate of Seawanhaka Corinthian Y.C. members. Built 1934.

(*Continued on page 94*)



Approaching Squall. Taken from yacht "Cheerio," off Bimini, Bahamas, by Dr. R. C. Williams



In a Tough Spot. The yacht on the port tack actually put her helm up and went astern of boat on starboard tack. Taken during the Six-Metre races at Bermuda in May

M. Rosenfeld

Peace Before the Strife

At right, the Bermuda fleet anchored in the Thames before the start of the 650-mile race to the islands

Below. Early morning in Brentons Cove, Newport, with the America's Cup candidates at anchor

Photos by M. Rosenfeld

Good Manners Afloat

Do You Stow Your Manners With Your Shore Clothes?

THE man who is considerate of others ashore will carry his gentlemanly habits with him when he goes yachting, while the selfish person will not be apt to think about anybody but himself either afloat or ashore. This is particularly noticeable with the new owner, the man who is going afloat for the first time. The wise man tries to learn not only all the technical matters of boat handling but also the old traditions of the sea. He will appreciate the old time ideas of mutual helpfulness and regard for the other fellow, whether in a brass bound coat or dungarees. He will also think of the folks ashore and will try to do nothing to annoy them.

Perhaps one of the most difficult things for the novice to learn is the proper speed at which to run in port. He may be in a hurry when getting under way, and there is a great temptation to open the throttle as soon as the mooring is dropped or the anchor catted. But how many times has everybody in the harbor suffered because some thoughtless skipper has run through the anchorage at full speed, rolling up a swell that makes every boat in the harbor toss around, rolling the dinner off the stove or the table, banging dinghies against the float, and making everyone in the port uncomfortable? Don't do it! Keep an eye astern and watch the swell. See whether it makes a buoy or a boat roll. If so, slow down until the wash is negligible. It should be the aim to see how slowly you can run and not how fast.

One of the first things the real sailorman learns is to take it easy; to anticipate the next move and prepare for it so that he can do what is necessary without undue hurry. Entering port, the experienced man looks ahead and selects, in plenty of time, what he thinks will be a good anchorage, choosing also an alternative place to use if the first one is too crowded for comfort. When anchoring, he picks a spot clear of other boats so that he will not interfere with boats already there, and he looks on a mooring buoy as a boat and avoids giving a foul berth to the yacht to which the buoy belongs. This may not be absolutely required by law, unless the mooring has been registered, but is merely a question of good manners. When anchoring off a clubhouse, if his own club has not exchanged privileges, he is chary of using the club float and house without invitation. Some clubs are most hospitable to strangers, assigning them moorings and doing everything for their comfort; others are inclined to be exclusive. I have been most hospitably received at one club when cruising in a small cat, and have been ordered away from the float of another when trying to obtain a race circular, possibly because the officials did not like the looks of our working clothes. But no nonmember would try to barge into a clubhouse in the city, so why try such tactics when cruising?

When at anchor, the considerate man will regard the comfort of all around him, not only those on anchored yachts but also the shore residents. He will not keep his generator running late at night, to the annoyance of others. He will not toot his horn unnecessarily. He will not keep the radio going late nor allow noise of any kind. He will not play his searchlight around the harbor, restricting its use to the legitimate function of picking up unlighted buoys when entering a strange port. He does not dump refuse over the side, to float ashore on someone's clean bathing beach. Tin cans should be punctured to make sure of their sinking and bottles filled with water before being dropped overboard. Orange peel, melon rinds and the like should be dumped into stout paper bags, ballasted with a few stones and dropped in deep water well outside the harbor.

Landing at private docks or on private beaches should be avoided, for there is usually a town wharf available. Some benighted people even go so far as to bathe from private beaches without permission, bringing the whole clan of yachtsmen into the class of East Side chowder parties.

The novice should learn the Rules of the Road at Sea before he ventures afloat in charge of a boat. And this means not merely learning the rules parrot fashion, but learning them thoroughly so that he will know what to do and what signals to blow in any situation, day or night. And, while averse to being bluffed out of his right of way, he should be considerate of the working boat and avoid delaying the man who makes his living on the water. Nor will he insist on holding the right of way when a ferryboat or a good sized steamer is making her berth. He will, as suggested above, slow down when passing anchored craft, particularly small ones, and not try to go close to rowboats with fishermen in them. He will also steer around the line of floats marking a fisherman's seine, thus avoiding damaging the net and getting it wound up in his propeller — which would serve him right.

Vessels under power must keep clear of those under sail alone, and seamanship demands that they keep well clear and make their intention to do so evident in good season. A shift of the helm will indicate the intended maneuver, and it must be remembered that the average horn has not too great range of audibility, nor is there any steam issuing from it to show whether one or two blasts has been blown. The rules, and good seamanship also, prescribe that the vessel giving way shall avoid crossing ahead of the one which has the right of way.

When meeting a sailing yacht, especially if the breeze be light, she should be given a good wide berth, and a motor boat's speed should be checked. Racing yachts should be avoided as if they had the plague. In light weather, wash from even a small power boat will affect them, making them roll and shaking the wind out of their sails. Some thoughtless speed boat owners have made themselves much disliked by dashing back and forth near the finish of a sailing race, bothering the racing yachts abominably. Outboards, too, often offend thus when driven

(*Continued on page 88*)

Motors and Propellers for Auxiliaries

By

GEORGE F. CROUCH

FOR downright self-assurance and a sincere belief in the correctness of his own opinion and in the idiocy of holding a contrary belief, I award the solid lead life-buoy to the experienced amateur sailor. No two of them agree about anything pertaining to a boat. I have heard two equally skilful and experienced men argue about the value of a squaresail for ocean work. One said nothing he had ever used was quite as good as a properly rigged squaresail; the other declared that a squaresail was the most abominable contraption ever put on a small yacht and that anyone who thought there was any virtue in such a sail was an ignorant so-and-so. And so it goes regarding hull lines, rig, and auxiliary motor installations.

I expect 99 out of every hundred who bother to read these thoughts concerning auxiliary installations to disagree volubly and violently with what I have to say. My consolation is that, no matter what I might say or what any one of the 99 might say, 99 out of one hundred — including myself — would still disagree.

The choice of a motor is the first thing to be settled in making an auxiliary motor installation. Not long ago it was the consensus that a moderately heavy duty motor was the best for auxiliary work. Compared with the average motor boat, an auxiliary is large, heavy, and has a low speed for the power of the motor, necessitating a propeller of liberal diameter to drive the boat against a head wind and sea and to check her way when the propeller is in reverse. A small, high speed motor, turning a comparatively small wheel having a low pitch, at high speed will give fair results in smooth water but fails utterly to drive the boat against wind and sea. The small propeller "bores a hole in the water" under such conditions. Reversing, too, is almost out of the question because it takes a long time to stop a heavy boat when a little wheel is directly connected to a high speed motor. Some owners — and some designers — attempt to get around the problem by using a propeller of fairly large diameter with a very low pitch. Even such freaks as 20″ diameter and 8″ pitch are sometimes met with, the pitch being only 40 per cent of the diameter. Such propellers are notoriously inefficient either when going ahead or astern and the writer does not advise the use of any propeller having a pitch which is less than 60 per cent of the diameter.

The heavy duty motor is much to be preferred to the direct connected high speed motor as far as propeller action is concerned, but the motor weighs more, costs more, and takes up much more room in the hull. The heavy, slow turning motor is much more apt to cause an uncomfortable vibration than the faster turning light weight type. Except in cases where special considerations enter into the question, the direct connected heavy duty motor is not a satisfactory power plant for the modern auxiliary. It does not give the owner a sufficient return on the investment he makes in first cost and in the space he must give up for its installation.

Since the high speed motor is satisfactory in every way except in regard to the propeller, combining a motor of this type with some form of reduction gear produces the ideal auxiliary power plant. The revolutions of the propeller can be held where a proper balance is obtained between propeller efficiency under power and propeller drag under sail. The weight of the combined high speed motor and reduction gear, as well as the space occupied, is only a fraction of that of the heavy duty motor of equal power and propeller revolutions.

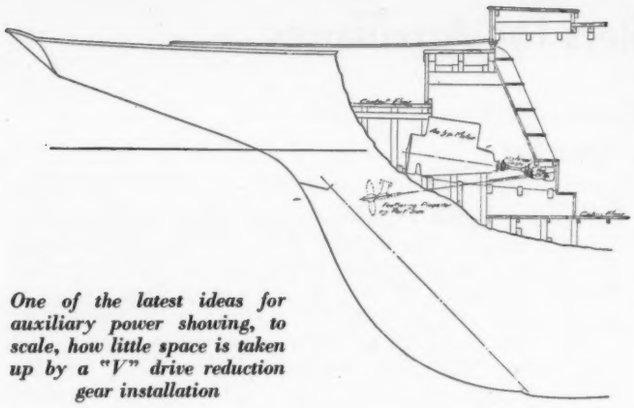
The very words "reduction gear" scare some sailors even today. Their fears regarding the reliability of the gears and their dread of noise are groundless. Properly built reduction gears, which are furnished by every motor manufacturer, are quite as reliable and free from trouble as the propeller shaft itself and need less adjustment than the average marine reverse gear. That statement may call forth a hot protest from manufacturers of marine reverse gears but it is very definitely the result of my own experience in following up a considerable number of reduction gear installations during the past three years.

Many types of reduction gears are on the market. In one type, the power is transmitted from the motor to the propeller shaft by a chain and sprockets. Other types use gears, either internal gears or spur gears. If spur gears are used, the better ones — and the quieter ones — have some form of helical gear tooth, either a double helical, sometimes called a "herring bone" tooth, or a single helical tooth form.

Whether to use chain or gears depends upon the distance desired between the center of the motor shaft and the center of the propeller shaft. When chain is employed, this distance cannot be kept small. In fact, it is seldom great enough in any marine installation for a really efficient use of chain. Gears, on the other hand, can be so designed that this distance is as small as desired. The propeller shaft, running at the reduced revolutions is, in some designs, a straight line continuation of the motor shaft. This, however, is of no real value for auxiliary installation. A slight difference is usually conducive to an easier installation in the hull.

Another form which is just beginning to be appreciated for auxiliary work is the "V" drive. When a "V" drive is used, the motor is installed aft in the lazarette, the flywheel being aft and the reverse gear forward. The "V" drive may be under the companionway ladder or under a seat and is connected to the motor by a shaft having two universal joints. The propeller shaft leads from the "V" drive out through the hull to the propeller. The gears in the drive are so proportioned that there is a reduction in revolutions as well as a change of direction. When an auxiliary is planned for this drive, it is possible to save a great deal of space by its use.

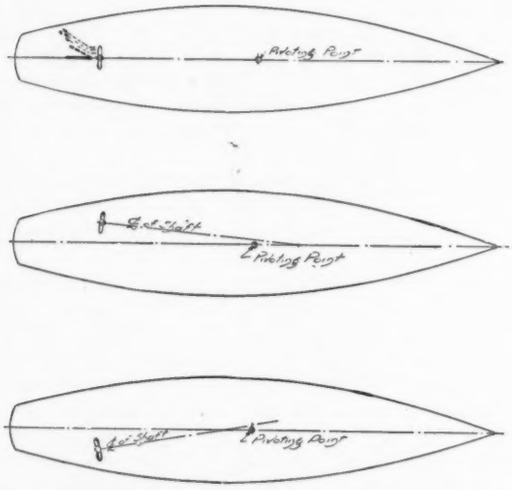
No matter what type of reduction gear or drive is employed, it must be completely enclosed in an oil tight case and sealed against oil leakage where the shafts enter and leave. If much power is to be carried through the gears, the case should be water cooled. Chain drives should be fitted with proper devices for taking up slack in the chain as the chain becomes longer in service. If the gear or drive is a unit separate and distinct from the motor, two universal joints should be used between the motor and the reduction gear or drive and the shaft which is coupled to the propeller shaft must have suitable bearings incorporated in the gear box to take



One of the latest ideas for auxiliary power showing, to scale, how little space is taken up by a "V" drive reduction gear installation

care of the thrust and pull of the propeller when going ahead and astern. An installation consisting of a moderately high speed motor with a well made reduction gear or "V" drive limiting the revolutions of the propeller to 1000 or 1200 r.p.m. in boats 30 to 45 ft. water line, and 700 or 800 r.p.m. in larger boats of 70 or 80 feet, is the writer's conception of the proper motor installation for the modern auxiliary.

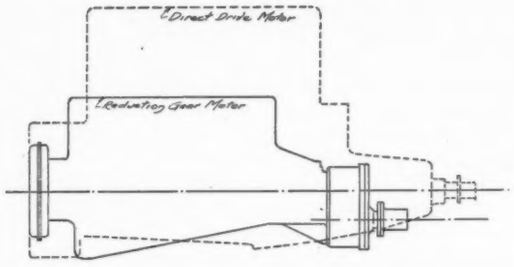
"Shall I place the propeller on the center line in an aperture in the deadwood or in a cut-out in the rudder, or shall the propeller be off to one side and, if so, which side shall it be?" I have been asked this question a thousand times and it cannot be answered once and for all, as the proper location depends on how the owner wants to use his boat. If the action of the boat under sail is the primary consideration, if she is moored in the stream, seldom, if ever, coming into a dock or pier under power, then put the propeller off the center line and leave the deadwood and rudder unbroken. On the other hand, if the owner intends to run under power fully as much as he does under sail and if good steering ability when going ahead slowly or when backing is an important consideration, then the propeller should be on the center line directly in front of the rudder. The boat will steer perfectly at low speed and her bow can be swung to port or starboard before she gathers headway if the propeller is in an aperture. When the propeller is at the side of the deadwood, steering at slow speed when working around a dock or landing float is not good, to say the least. If you wish to have your auxiliary handle under power like a motor boat, use the center position with the propeller in an aperture. If you are content with the maneuvering ability of a sail boat, put the propeller off center.



Top. Propeller in an aperture in the deadwood. With a right hand propeller there is a slight tendency for the bow to turn to port, but since the rudder is directly behind the propeller it can deflect the race, as shown by the arrows, and excellent steering is the result even at low speed

Center. Right hand propeller, port side. To get the best results the shaft should intersect the center line ahead of the mid-length. This is the proper location for a right hand propeller but the boat will steer only when under way

Bottom. Right hand propeller, starboard side. Propeller shaft should intersect the center line about amidships. A right hand propeller should be placed on the starboard side only in case the internal arrangements of the boat make it impossible to place it on port side



Scale drawings showing two popular and successful motors, each of which turns the propeller shaft at 1100 r.p.m. and delivers 40 b.h.p. The direct drive motor shown by broken lines is a 4-cylinder model which weighs 1500 pounds. The motor using a reduction gear is shown in full lines. It has six cylinders, weighs 675 pounds, with gear

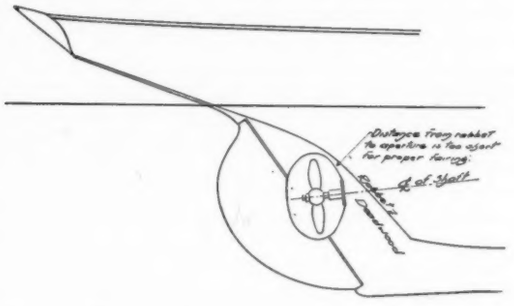


Diagram illustrating a common fault in design when the propeller is placed in an aperture in the deadwood and rudder. The upper half of the opening is too close to the rabbet to allow proper fairing of deadwood in front of the wheel. A thick deadwood will cause a thumping vibration as the propeller blades pass behind it. Allow ample space behind the propeller to remove it and to let the rudder swing to the "hard over" position

When the propeller is placed in an aperture, the designer often provides too little clearance back of the rabbet to fair the deadwood properly into the opening, leaving a thick ending in front of the propeller. This not only reduces propeller efficiency materially but also causes severe vibration, as the propeller blades pass through the eddy behind the thick deadwood. I am a great believer in fining down the deadwood in front of the propeller and in giving a decent edge to the rudder.

If the aperture is partly cut out of the deadwood and partly out of the rudder itself, make certain that the

cut-out in the rudder is large enough so that the rudder blade will not hit the propeller when the rudder is hard over. This is not quite as silly as it sounds, particularly when the propeller is of the feathering type and the blades take up more room when they feather into the fore and aft direction.

Another point to watch is to make certain that there is ample strength at the upper part of the rudder to attach the rudder blade to the stock. Sometimes the rudder is cut away so close to the upper part of the blade that only a small ⅜-inch bolt through the wood of the rudder attaches the rudder to a heavy stock. Why some boats have not lost rudders of this type is beyond the writer's power to explain.

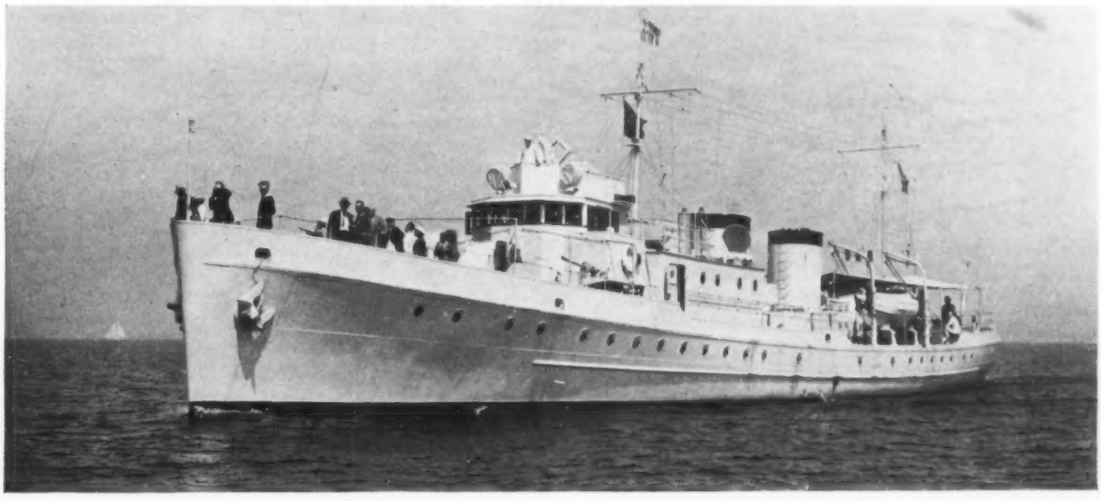
Naval architects and practical sailors agree that the speed of the boat under sail is less retarded when the deadwood and rudder are unbroken and the propeller is placed off center than is the case where it is in an aperture. The hole through the deadwood is what causes the loss in speed. Even should the propeller be a two-bladed one and be set with the blades up and down in the aperture behind the deadwood, the sailing ability of the boat is lessened. In case the decision is made to put the propeller off center, the proper side and the proper angle of the shaft line is the subject of much dispute. The usual right hand propeller has a tendency to throw the head of the boat to port. This tendency must be counteracted by the rudder. If the propeller is placed on the starboard side and the line of the propeller shaft is parallel to the center line, the thrust of this propeller will have an additional tendency to turn the bow to port, requiring even more rudder angle than when the propeller is on the center line. If, however, the shaft in plan — looking down on the shaft — is inclined to the center line of the boat, this tendency is decreased.

When a boat turns she pivots about a point somewhat forward of amidships; the deeper the forefoot, the farther forward is the pivoting point. Boats built to the International Rule — the Six-, Eight- and Ten-Metre classes — having an approximately triangular underwater profile with the deep point at or near the rudder, pivot more nearly amidships. If the line of the propeller shaft intersects the center line ahead of the pivoting point, it will tend to shove the bow around in the direction of the propeller thrust. If the intersection is abaft the pivoting point, it will tend to push the stern over and turn the boat in the opposite direction. Therefore, when a right hand propeller is used and is placed on the starboard side, it is advisable to have the line of the propeller shaft intersect the center line abaft amidships. If the right hand propeller is used on the port side, the intersection of the shaft with the center line should be ahead of amidships. This will make it unnecessary to use excessive rudder angles to steer a straight course. One precaution, however, must be noted. Avoid placing the wheel too close to the deadwood; allow a liberal clearance. If too close to the deadwood, the reduction in pressure on the deadwood due to the pumping action of the wheel may cause the stern to suck over to the side on which the wheel is placed, an action exactly the opposite of that which is desired.

Years ago it was an open question as to the type of propeller most suitable for auxiliary use. Some argued that a solid propeller turning freely when the boat was under sail offered less resistance than any other type. That belief is not as prevalent as it once was. A solid propeller running freely when under sail has the additional objection of causing excessive wear in an ordinary reverse gear. If an installation is made employing a solid propeller which is to run free when the boat is under sail, a free running clutch or disengaging clutch should be placed inside the hull between the stern tube and the reverse gear.

Today the average auxiliary of 30 to 60 feet uses a feathering propeller of the automatic type, the blades turning on edge automatically to the flow of water past them. This is undoubtedly the ideal form of propeller for the auxiliary. Several manufacturers offer them and although the price is much higher than that of the solid wheel of the same size, nevertheless it is cheaper, as well as better, to install the feathering propeller than to use the solid wheel with the clutch and the independent thrust bearing which should always be a part of the installation when solid propellers are used.

It may be interesting to note that the small pitch which is associated with the high propeller revolutions used in modern boats causes the solid propeller to turn very rapidly when the boat is making good speed under sail.



"Argo," one of the U. S. Coast Guard 165-foot Diesel-powered cutters, which served as committee boat for the start of the Bermuda Race, and has been acting as press and patrol boat for the America's Cup observation races off Newport

"Jibin' Round"

From a drawing by B. T. Stephenson

The Pacific One-Design Class

By

SAMUEL DAUCHY

"Ni-Ni-Ni" leading two of her sisters in the Pacific One-Design Class originated by the San Diego Yacht Club

OUT in the very southwesternmost corner of the United States nature has provided a beautiful harbor, completely landlocked, wide enough and long enough to provide anchorage for most of the Pacific fleet. It is natural, therefore, that yachtsmen should find here waters ideally suited for racing and a haven which serves well as a starting point for cruising near and far.

So far as local racing goes, the waters give a remarkable variety of courses. Races may be sailed entirely within the bay itself. They may be held outside Point Loma, on the Pacific, or they may be held on a course combining bay and ocean sailing. Weather conditions vary widely, with, perhaps, light, soft breezes prevailing. Again, hard winds up to 30 or 35 miles may test the gear and seaworthy qualities of the racing fleet.

The need for a good racing class of comparatively small boats suitable for these waters caused a group of racing men in the San Diego Yacht Club to look around for a likely design. A number of considerations at once loomed large in the minds of the promoters. First came the obvious need of an all around boat adapted to the wide range of wind velocity. Then the boats must be seaworthy enough to make long passages to other racing waters, such as San Pedro and Santa Barbara, with safety and some degree of comfort. Again, the boats had to rate to advantage under the rules with other established classes — the 20-Raters, and the Six- and Eight-Metres. Finally, the cost had to be kept to a minimum to make the class popular and bring as many members as possible into it.

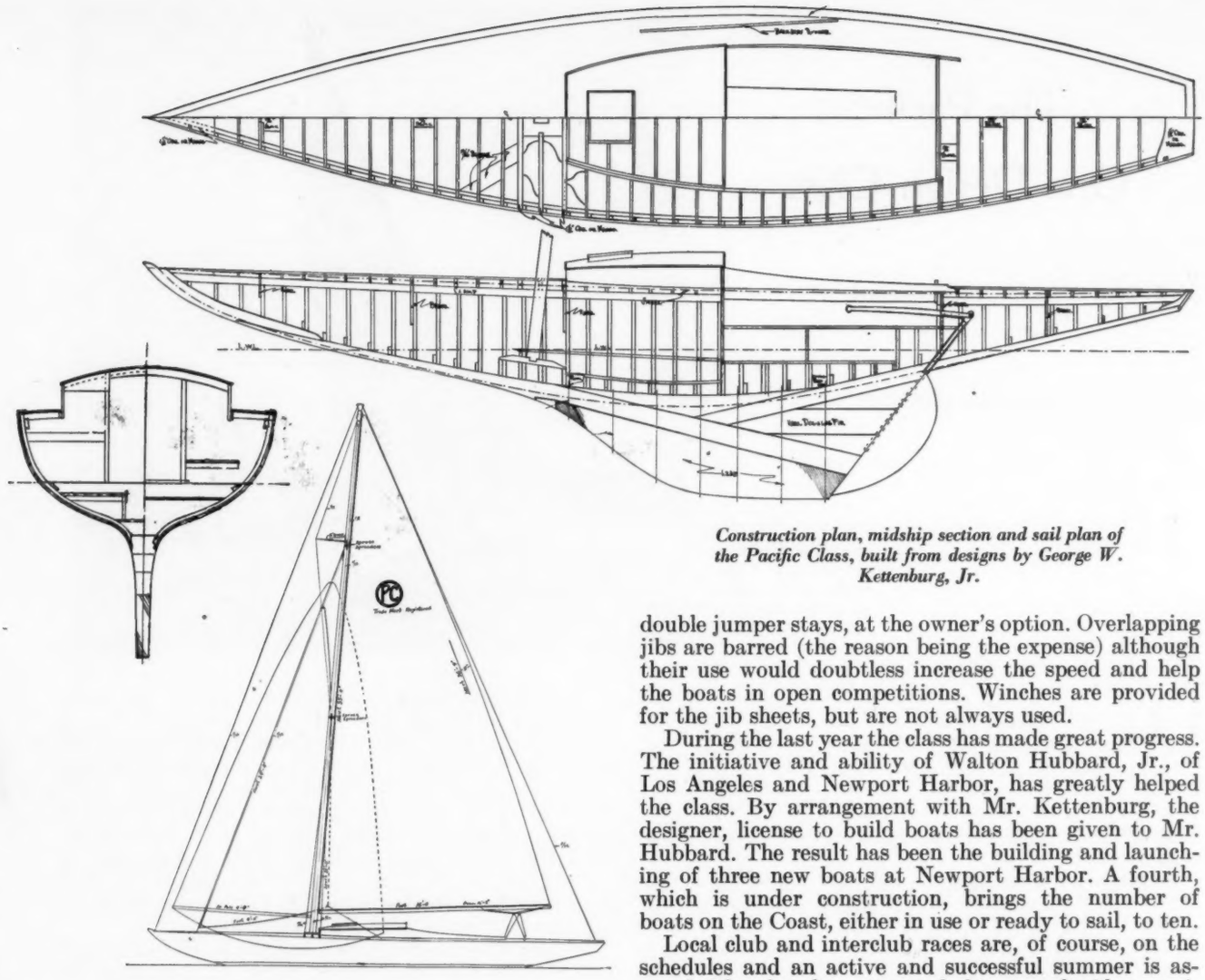
With these requirements in mind, this group, A. E. Childs, Emil Schmidt, from Put-in-Bay, former owner of the 20-Rater *Yank*, the two Jessop brothers, Robert Mann and Edward Peterson, went into the matter with enthusiasm. Consideration was given all the well known and established one-design racing classes on both the East and the West Coast, and on the Great Lakes, such as the Atlantics, Sound Interclubs, San Francisco Birds and Lake Michigan Eagles. Something of interest was found in each class but not the exact fulfillment of the peculiar local needs. In the end, George W. Kettenburg, Jr., active local racing man and a member of the San Diego Yacht Club, produced a design, built a boat from it and put her at the disposal of those interested. The boat was tried out exhaustively and proved entirely successful. The problem was solved. Six boats were ordered forthwith, built at once, and by the summer of 1930 the class was actively established in racing along the West Coast. It furnished some of the best competition in a very active season.

Seeking other worlds to conquer, the ambitious project was conceived of sending a representative team to the mid-Pacific. Handsome coöperation by the Matson Steamship Line and the United States Navy produced the necessary transportation to Honolulu for four Pacific Coast One-Designs, as the class was called. These were: *Jean*, George Jessop; *Blue Jacket*, Joe Jessop; *Jade*, Robert Mann; *Tiana*, A. E. Childs.

Through the Pearl Harbor Yacht Club a match was arranged with four Herreshoff Class S boats, the *Panini*, *Maili*, *Huapala* and *Kamaolipua*. The Honolulu skippers who handled these boats were F. W. T. Bottomley, E. W. Bogardus, Harold Dillingham and Robert Atkinson.

As the two classes rated on a practically even basis under the Universal Rule, the races were sailed without time allowance. The racing was keen and, while the result in the end was a victory for the P. C.'s, at all times it was a matter of touch-and-go. The boats from the mainland proved a trifle faster and better in a chop. The local skippers had the advantage of knowing weather and wind conditions at Pearl Harbor. Their teamwork was good, perhaps a little better than that of the San Diego team. At the end of the fifth race the P. C.'s led by one point. The final result was a victory for the San Diego team by a margin of six points, 109 to 103.

So pleased were the Islanders with the invading boats that they bought the lot then and there, which pleased



Construction plan, midship section and sail plan of the Pacific Class, built from designs by George W. Kettenburg, Jr.

all hands. It also solved the problem of getting them back to San Diego, and it gave Honolulu another excellent one-design class of racing boats.

One unfortunate feature, however, developed later. The four former owners had no boats. Along came the depression and the paralyzing fear of further collapse made them hesitate to order new boats to replace those disposed of. At the 1931 regatta of the Southern California Yachting Association, only four boats appeared for the racing.

It may be in place here to say that the coveted San Diego Lipton Trophy was won in 1931 by *Wings*, sailed by George Jessop. For this cup any racing boat between 20 and 30 feet water line length, with 25 square feet of cabin area and two built-in bunks, is eligible. By a liberal interpretation of the deed, 20-Raters, Six-Metres, and P. C.'s are admitted to the competition. The races are keenly contested, and the victory was a great feather in the cap of the P. C.'s.

Rigid specifications govern the construction and equipment of the boats. George Kettenburg acts as measurer and inspector for the class, and each boat is carefully checked before and after launching. The rigging has been kept as simple as possible. The short main boom and permanent backstay permit the use of a light, solid mast. Boats may have backstays or double jumper stays, at the owner's option. Overlapping jibs are barred (the reason being the expense) although their use would doubtless increase the speed and help the boats in open competitions. Winches are provided for the jib sheets, but are not always used.

During the last year the class has made great progress. The initiative and ability of Walton Hubbard, Jr., of Los Angeles and Newport Harbor, has greatly helped the class. By arrangement with Mr. Kettenburg, the designer, license to build boats has been given to Mr. Hubbard. The result has been the building and launching of three new boats at Newport Harbor. A fourth, which is under construction, brings the number of boats on the Coast, either in use or ready to sail, to ten.

Local club and interclub races are, of course, on the schedules and an active and successful summer is assured. The class has attracted skippers of wide experience in many waters — George and Joseph Jessop, Walton Hubbard, William Lyon, among others.

When P. C.'s and "Sixes" have sailed the same courses, opportunity for comparison of the two classes has arisen. To windward, the P. C.'s hold their own remarkably well, particularly when one realizes the additional speed gained by the use of overlapping jibs by the "Sixes." Off the wind, greater sail area (the P. C.'s have a measured sail area of only 385 square feet) and the use of parachute spinnakers, give the "Sixes" a great advantage. Their greater weight also tends to carry them through the soft spots when the lighter P. C.'s slow down and stop moving. In fresh breezes the leading P. C.'s are often found among the Six-Metres, though the "Sixes" start five minutes before them.

For boats 32 feet over all, the accommodations are unusual — two built-in bunks and a roomy cockpit with full length seats. With cabin cushions and some form of mattress on the cockpit seats, four hardy sailors can — and do — pass fairly comfortable nights on the long passage (two hundred miles) to Santa Barbara. No claim is made for accommodations suited to the taste of the cruising man. This would be absurd, of course. But for racing, day sailing and an occasional night at sea the class certainly fills the bill.

The Nova Scotia Tern Schooners

By

H. I. CHAPELLE

THE MENTION of a three-masted schooner, to most yachtsmen, calls to mind the common coaster, full-ended and rather clumsy. There is a type of three-master, however, that is fast and handy; one that is suitable for conversion to yachting purposes. As a matter of fact, one such schooner has already been converted to a yacht. This particular type is, usually, handsome and, in spite of the size, not extremely expensive to build or fit out.

As far back as 1800, American schooner builders had experimented with sharp, fast, three-masted schooners. These proved successful, but the end of the wars of the early nineteenth century stopped their development; with the coming of peace, speed ceased to be as important a consideration as it had been. Hence, the three-masted schooner rig, because of its advantages, became the favorite of the coasters, whose vessels were usually rather full-ended and slow, as carrying capacity was of great importance in such craft.

Since the advantages of the three-masted schooner rig have been referred to, it will not be out of place to specify them. As a sailing vessel increases in size, the problem of handling the sails becomes increasingly acute; this is particularly true in fore-and-afters. Increase in size takes form in increased length more commonly and in greater proportion than in other dimensions. As a result, there is a tendency to increase the number of masts as the length of schooners becomes great and by this means to make the individual sails smaller than would be the case if the two-masted rig were merely enlarged in proportion to the increased hull size. The smaller sails require a smaller crew to handle them, yet the total sail area necessary to drive the vessel is not sacrificed, and wear and tear on gear is not great. It may be observed that the range of length in practical three-masted schooners is between 75 and 150 feet; above these limits more masts are required. Experienced commercial schooner sailors declare that the three-master is more weatherly and handier than schooners of four or more masts.

In 1875 another attempt to develop a fast three-masted schooner began with the building, at Essex, Mass., of the *Lizzie W. Matheson*, a rather sharp three-masted "Banker." She was a broad and shoal keel schooner, having a fairly sharp entrance and well-formed run; her midship section had moderate deadrise. The *Matheson* was 105′ over all, 25′ 6″ beam, and 10′ 5″ depth of hold. She was followed by a few others of the same rig and general hull design, both in New England and in Nova Scotia, but it was considered that they were too large for the fisheries and so the experiment was not continued. Of course, individual three-masted schooners were built with speed in view, both before and after the experiment at Essex, but they were too few and scattered to constitute a type.

When the World War broke out in 1914, the demand for sailing tonnage was tremendously increased, particularly in Nova Scotia. This province had for years traded in salt fish with South America, the West Indies and the Mediterranean. It was the custom to bring the salt used in curing this fish from the West Indies. In all these voyages, schooners had come into general use long before the war; many of them, though somewhat on the coaster model, were fairly fast. The war needs increased the premium on speed and the demand for schooners suitable for more than one trade. To meet the new requirements, Nova Scotian modelers turned to the modern fishing schooner for inspiration, and adapted their hull form to the three-masted rig and to the requirements of the war time trades.

This class of modern three-masted schooner is referred to by Nova Scotiamen as the "Tern Schooner," a term which gives many the impression that this is the type-name of this particular class of vessel. However, this is not the case, as the Nova Scotiamen, very properly, call all three-masted schooners by this name. Though the name for three-masted schooners is not commonly used in the United States now, it was in use in the fifties and may be seen in newspapers of that period. "Tern" means a "series of three," according to the dictionary. It may be seen, then, that the name applies not only to the fast, modern three-masters, but also to the coaster. It is with the modern class of tern schooner that this article will deal, however.

The lines shown in Figure 1 are those of the tern schooner *Edith Cavell*, built at Shelburne, N. S., in 1916 by W. C. McKay & Sons, Ltd. This firm built a sister ship, the *Gladys Hollet*, at the same time. Both were owned in Newfoundland. The *Hollet* was torpedoed by a German submarine, on the coast of Nova Scotia, but was towed into Halifax and repaired, and she was still afloat in 1930. The *Cavell* was sold to Spain after the war. The *Cavell* and her sister ship were employed in the salt fish trade to the Mediterranean during the war, occasionally making a trip to Oporto. The lines of these two little schooners may be said to represent the general design of most of the vessels in this trade. The *Cavell* and the *Hollet* were round stem keel schooners, 116′ 8″ molded length, 26′ 2″ molded beam and 10′ 9″ depth of hold, with short quarterdecks and topgallant forecastles. The deck plan was as follows: The forecastle companionway was just forward of the foremast, there was a cargo hatch between fore and mainmasts, and another just forward of the break of the quarterdeck; the arrangement of the quarterdeck may be seen on the plan. These two schooners were good sailers and excellent sea boats. In such small schooners as these, the run is very well formed, considering the area of the midship section necessary in such comparatively large carriers. A few vessels of somewhat similar design were built at Essex during the war.

One of the well-known builders of these tern schooners, John McLean and Sons Ltd., of Mahone Bay, N. S., designed and built the remaining three examples to be described. These were all built the same year, 1919, and represent three distinct designs. The first is the *Abundance*, formerly the *Richard B. Silver*, shown in Figure 2. She was built for Captain A. H. Zinck and others, of Lunenburg, N. S., for the Brazilian and the Mediterranean fish trade. The model used for this schooner was one made for a smaller round stem schooner; in laying this down, the bow was changed to the clipper type, and

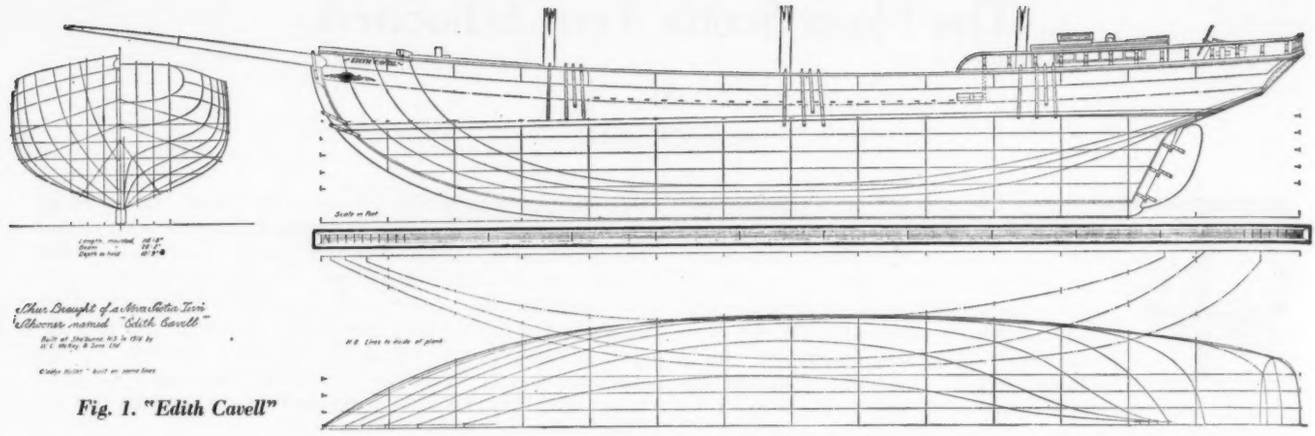
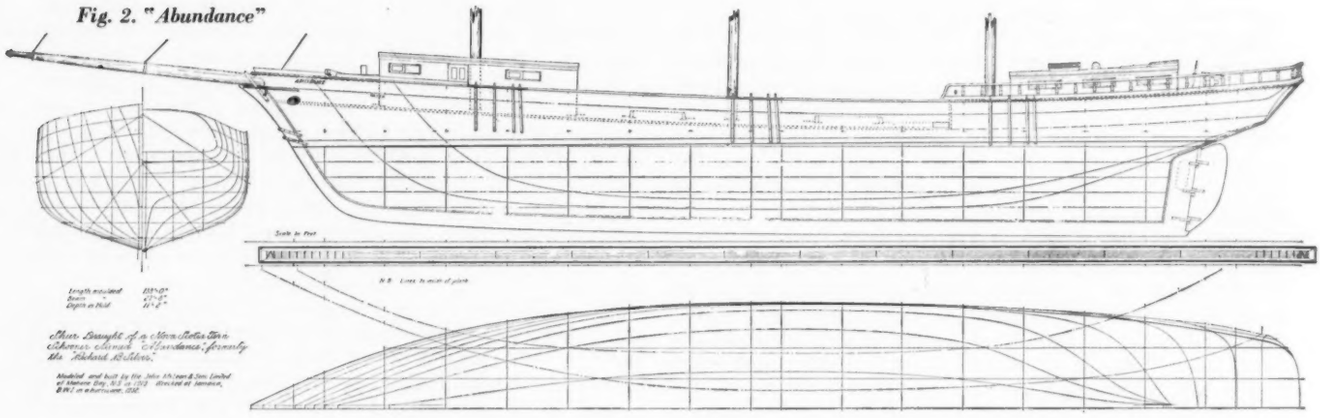


Fig. 1. "Edith Cavell"

Fig. 2. "Abundance"



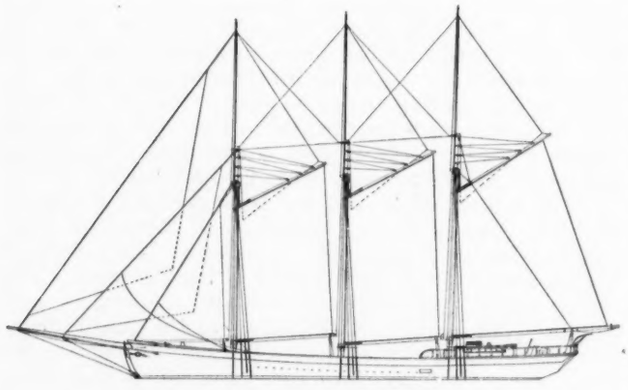


Fig. 5. Sail plan of the "Edith Cavell"

the hull lengthened and deepened. The result is shown in the lines. A fast schooner was desired; that the *Richard B. Silver* fulfilled all requirements may be seen by her passages.

Captain Zinck had the *Richard B. Silver* for nine voyages to Brazil; his longest passage was 38 days, St. Johns, Newfoundland, to Bahia, more than 4300 miles, and his shortest was 23 days. According to the Captain, he made one run from Shelburne, N. S. to Barbados, B. W. I., 1855 miles, in 9 days, averaging nearly 8.6 knots. Captain Louis Kennedy bought the *Silver* and renamed her the *Abundance*. He made some very fast passages in this schooner, particularly in 1932 when he drove her from Halifax, N. S., to Funchal, Madeira, 2300 miles, in 14 days and 19 hours. In the same year he ran from Shelburne to Barbados in 12 days 12 hours with a full cargo. Captain Kennedy had the misfortune to lose her in a hurricane at Jamaica late in 1932. The captains who had the *Abundance* were all enthusiastic about her speed, and Captain Kennedy considered her the finest schooner in the trade. He thought that the only possible improvement would be to increase the flare forward and to lighten the counter a little. The *Abundance* was considered to be the proper size for her trade and rig. She was 138′ molded length, 27′ 8″ molded beam and 11′ 2″ depth of hold, according to the information received with the model, but the sail plan indicated that another two feet had been added amidships, though this is uncertain; therefore the plan shows her as 138′. She was bored for a shaft, but no engine was ever installed.

Figure 3 shows the lines of another striking tern schooner, built in 1919 by the same builders, for the fur trade in Hudson Bay. This vessel is the *Cote Nord*, 136′ 4″ molded length, 26′ molded beam and 10′ 6″ depth of hold. She was long and low, extremely easy and sharp in form, and of comparatively small displacement. In type she represents the fisherman model in the tern schooner. After being employed as a fur trader for a few years she was sold to Americans as a rum runner and became well known on Rum Row. Unlike most tern schooners, the *Cote Nord* had a bald-headed rig and was fitted with a 200 h.p. engine. As a result, her sail plan was small and this prevented her from reaching under sail the high speed possible with her hull form. Under power the *Cote Nord* was very fast. Had this

vessel been given a full rig she would undoubtedly have been extremely fast under sail. The small size of her rig may be ascertained from her spar dimensions: Mizzen, quarterdeck to truck, 75′ 6″; main, deck to truck, 76′; foremast, deck to truck, 73′ 6″; the bowsprit was 23′ 6″ outboard, including a 5′ 6″ pole; mizzen gaff, 35′; main and fore gaffs, 27′ 6″; mizzen boom, 55′ 6″; main and fore booms, 28′; and jumbo boom, 22′ 6″. The *Cote Nord* was suitable for conversion to a yacht and her hull was quite taking to the eye.

The lines in Figure 4 are those of the tern schooner *Marjory Mahaffy*, also built in 1919 by the McLeans, on the model of the *Mildred Adams*, lengthened 52 inches amidships. Both of these schooners had reputations for speed, and after a glance at the *Mahaffy's* plans no explanation is required. The *Mahaffy* was 130′ 3″ molded length, 25′ 2″ molded beam and 11′ 3″ depth of hold. The close relation of the tern schooner to the modern two-masted fisherman can be seen in this example. The *Mahaffy* and the *Adams* would compare favorably with the best cruising schooners in the yachting fleet.

These tern schooners were usually rather heavily rigged, and Figures 5 and 6 show the rig of the *Edith Cavell* and the *Abundance*. In general, these schooners were rigged in the same manner as a modern fisherman, except that some vessels had turnbuckles instead of deadeyes and lanyards. Some captains prefer these, as they say it is easier to set up the shrouds with the turnbuckles than with the older gear. Most of the schooners built in recent years have had spike bowsprits, though many new coasters and lumber carriers have retained the old bowsprit and jibboom. Apparently there has been but one knockabout tern schooner built. This was the *Marne*, built at Essex about the end of the war. However, there were one or two trawler hulls fitted out as tern schooners, without bowsprits, sailing out of Gloucester after the war.

It will be noticed that the Nova Scotia tern schooner was usually of rather shoal draft in relation to her length; this is caused by the requirements of the West Indian trade, where the harbors limit the draft of vessels to about twelve feet. It is probable that an increase in the depth of the keel-shoe of most of the tern schooners of the class just described would improve their weatherliness in a breeze. In a commercial vessel, the increased draft would be objectionable, but in a yacht this would not ordinarily be true. In large schooners, such as these, the addition of outside ballast would be of doubtful value.

The construction of the schooners under discussion is that common in most large wooden vessels. The frames are sawn, double, with chocks, as is usual in fishing vessels and coasters. In Nova Scotia, birch and spruce, to a large extent, replace the oak and pine used in New England; but the soft wood Nova Scotiaman will last nearly as long as a hardwood schooner if she is well salted. With reasonable care, a soft wood schooner should last 17 years, as compared with 20 years, the

(*Continued on page 90*)

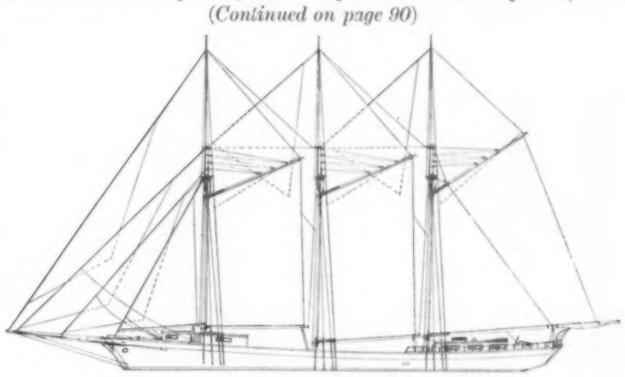


Fig. 6. Sail plan of the "Abundance"

Fig. 3. "Cote Nord"

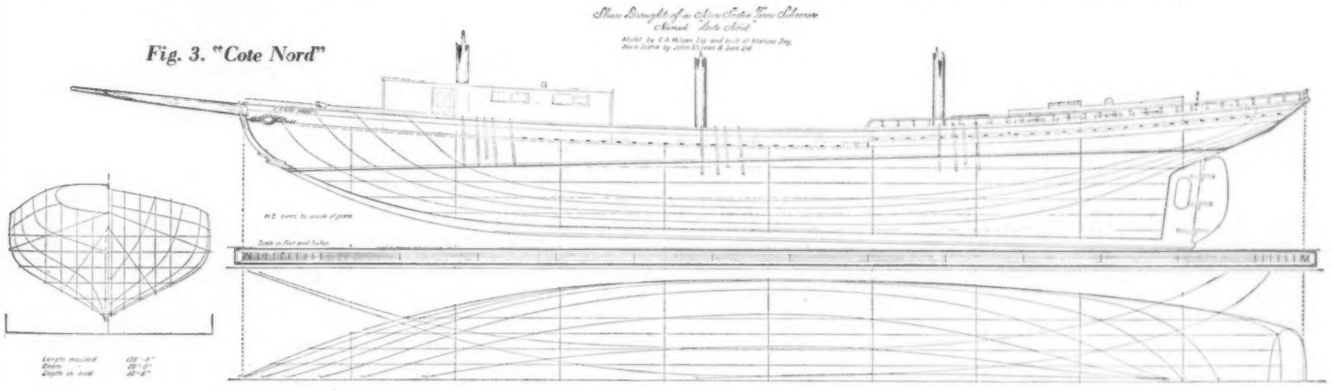
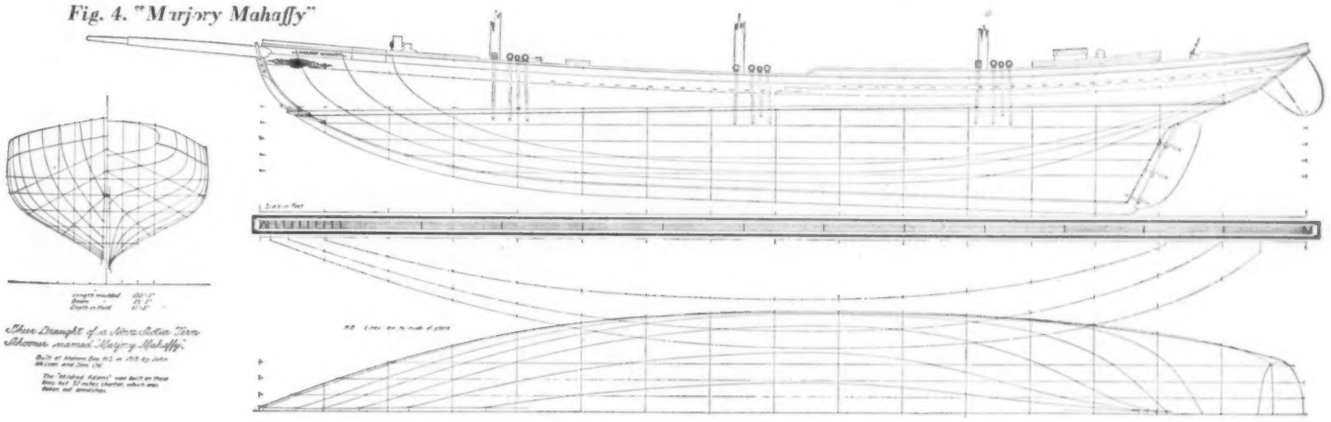


Fig. 4. "Marjory Mahaffy"



The Old Man's Commercial Traveler

Moses Solves a Vexing Problem

By

A. J. VILLIERS

"Moses was our youngest, noisiest, and laziest apprentice"

HAD always thought the Old Man didn't know about Moses' bad habits. Everybody else knew that he was the biggest young devil in the ship.

Moses was the *Parma's* youngest, noisiest, and laziest apprentice. He was sixteen, looked thirteen, and acted ten. He had a fine cherubic countenance and looked more innocent than most girls. He had soft brown eyes that shone from a mind constantly intent upon deviltry. It was Moses who tied the small pigs' tails together and sent them squealing round the decks in the middle of a trade wind night, waking up all hands. It was Moses who lost the ship's only flash-light overboard the night the compass was washed away and we broached to. It was Moses who had fired off the only rocket in the ship when we came to look for one to send up for a pilot upon an anxious night. It was Moses who tormented the fowls, drove the ship's pigeon to distraction, and made the small cat's life a misery.

There was nothing in the ship that Moses hadn't handled, except her blown-out canvas on dark nights. He was never about when that was to be taken in! He was an indentured apprentice, learning to be a steamship officer, but he was so small that the big ropes laughed at him when he tried to catch a turn in their wet lengths round an iron belaying pin, and on the giant yards his feet would not reach the footropes. So he spent most of the voyage working in the cabin.

There, nothing was hidden from him. He read the Old Man's letters and the ship's log; he prowled around the mates' cabins, the steward's, and the Old Man's; he made a long, intent search of the ship's medicine chest and learned from that relic of the old days many a thing that small boys should not know; he knew more about what was in the lazarette, where the ship's food was kept, than did the steward. He probably read this five minutes after it was written. . . . When he had nothing else to do he was accustomed to slip aft by the helmsman and, when that youth (not much older than himself) was not looking, spin the compass card like mad — a fine trick that might have put us ashore on the Western Islands.

He had turns at working on deck, of course, since he was an indentured 'prentice, but he talked so much he kept the others from working — a not very difficult accomplishment — and both the Mate and he thought he was much better off in the cabin. Here his light duties consisted mostly of helping the steward to keep the saloon and the cabins clean, but he made his life's occupation the avoidance of all manner and forms of toil possible. The harassed steward's shouts for "Moses! Moses!" whenever there was work afoot were as frequently heard about the decks as the cackling of the ship's fourteen hens in the trade winds.

Yet he was a nice boy. Everybody liked him. He looked so young and guileless, for one thing, and he was so obviously out of place in that giantess of a great Cape Horner; he never grew up, and that was something to be greatly envied. His voice never broke and he had no down on his chin and no Adam's apple. He had nice ways about him, too, as well as all the devilish ones; whatever he stole from the steward (unless it was something to drink and therefore to be deposited hastily in his stomach) he shared with the other apprentices. He was a pleasant kind of human pet to have around the decks, and was a great favorite with the older officers. He pressed the Mate's pants for him one day, and offered him his oilskins when the Mate's own were worn out in the West Winds, and he killed one of his two pet white rabbits for a gift for the Old Man at Easter.

The Old Man seemed never to notice any of his deviltries and treated the small youth like a favorite nephew. . . .

Business in the slop chest was rotten. The slop chest was the Old Man's own venture, and he had made it a good one. Shirts of divers patterns he had there, and excellent soap, rubber sea boots and fine deck slippers, best quality unoiled oilskins and sailors' jackets, fine caps (all size 5, through some oversight on the part of the Hamburg ship chandler) and good blue handkerchiefs, towels and overalls and trousers and singlets and trade wind caps, tobacco and acid drops and sheath knives and athletes' shorts.

It was the best slop chest that ever rounded Cape Horn or set out in a tall ship for the deep water. There was not even any sea price. The quality of the articles was good and the prices, of course, were not quite those asked for cheapjack stuff in the usual sailors' "outfitters" in the great ports of Europe. But almost the entire crew had brought clothes enough of their own, and what they did not have they went without. Cigarettes they bought, and all the acid drops; the trade wind caps went in the tropics and running the Easting down the cook bought the last pair of thigh sea boots to wear in the galley. But the sailors' jackets, the towels, the handkerchiefs, the shirts and the rest remained unsold. The ship was bound on such a short voyage (only a circumnavigation of the earth lasting ten months for one cargo) that there was not much need for the boys to replace worn-out clothes. The days of the windjammers' two- and three-year world-round leisurely wanderings are gone; the days when the wind ships picked up their crews from the sweepings of the great ports are gone, too, and our crew included a Baron and the son of the Mayor of Weimar, not to mention an American yachtsman and the son of a ship owner.

The Old Man debated with himself what was best to do with this great slop chest that we had dragged around the Horn and now, in the middle of the Northeast Trades, looked like delivering back in Europe. A bargain sale on the jigger hatch? It might not be a bad idea. But it was not good for the prestige of Cape Horn shipmasters; such things are not done. A call at Martin Vas or St. Paul's Rocks, to sell the things to the inhabitants? But nobody lived on either place except sea birds, and they did not buy anything. He wore one of the excellent sailors' jackets himself, working at sewing sails, and a pair of the overalls to demonstrate the quality of their material. They were excellent, doubtless, and the apprentices whose clothes had been washed into the Cape Horn sea looked at them with envy.

But buy anything they would not.

At last the Old Man was fed up. It was no good. The poor state of business in the old ship was a reflex of depressed world economic conditions; it was no use, and we had merely to be grateful that the stock was no larger than it was.

The Old Man called in Moses to make an inventory. . . .

For the whole of three days that small youth occupied himself busily and with a maximum of industry on the hour or so of work necessary to make an inventory of the contents of the slop chest. The "chest" was a big enclosed space in the after part of the saloon, between the aftermost bulkhead and the ship's counter, with two ports looking out over the deep blue sea. The golden weed of the Sargasso Sea, with crabs playing on it, drifted lazily by and the chance of derelicts and octopuses and all that sort of thing around. But small Moses never as much as looked through the open ports. This was a job after his own heart, an occupation in which he could give full rein to his natural inquisitiveness, a duty in which he could make a detailed examination of everything that came to his hand.

He brought aft a big black book and three pencils, and fell on the work with gusto. With greater gusto he sat spreadeagled on the bathroom floor, counting socks, entering them up in the fat black book according to color, sex, and education. (If there was anything to discover about these points of the socks, Moses discovered it!) He counted the towels so many times, getting a different total each time, that at last he had no idea how many were there and guessed it; he fitted on all the caps, tried all the sheath knives, licked out the tins that the acid drops had been in, and put his small legs in a pair of dungaree overalls made to fit Dempsey.

Everything he entered in the fat black book.

When the job was done he copied out his full list on four large sheets of paper fastened together with a broken sail needle, signed the lot officially with his signature, together with the date, the latitude and longitude, added a postscript about "three aprons for the cook, blue, good quality" which he had overlooked at the first reckoning, signed this with his official signature, listened carefully for the stroke of two bells (his good weather knocking-off hour) and betook himself for'ard with the air of one who had accomplished an intensely difficult task in a most satisfactory manner. . . .

Before that Moses had been a walking inventory of the ship and the slop chest was the only thing of which he had no complete knowledge. Now he knew all about that, and everybody else would know about it, too.

In the evening, the ship going along quietly in the

(*Continued on page 88*)

"Shadow Fay," Another Fast Stepper

This new 60-footer was designed and built by the Purdy Boat Corporation of Port Washington, L. I., for S. L. Slover, of Norfolk, Va. Her motive power is a pair of Hall-Scott Invaders which develop 250 horse power each and drive the yacht at a 27-mile pace. The owner's quarters, consisting of a double stateroom, cabin with Pullman berths, and toilet room, are forward, the crew being berthed aft. The bridge deck, with its wide seat aft, makes a comfortable lounging place. The yacht, at this writing, is cruising among the Thousand Islands, having made the run there from New York in less than four days

In the Wind

WHAT *Yankee* found at the end of the *Rainbow* was only a dent.

To the harassed race committee of the late Bermuda classic came many a balmy inquiry. One agitated female called up to ask: "Where are the boats going to put in at night?"

And a gentleman, presumably making his first passage as a member of the crew of one of the yachts, demanded imperiously: "What arrangements has the Race Committee made for sending our shore-going clothes to Bermuda?"

He was informed politely that a valet service would be available at No. 2 Mail Buoy on the southern edge of the Gulf Stream — and advised not to forget to bring his tail coat in case of an invitation to dinner at Government House.

An esteemed contemporary (contemporaries literary always seem to be esteemed, like clams) chronicled in its usually impeccable yachting column a few weeks ago that *Weetamoe* and *Rainbow*, having rounded the leeward mark in one of their brushes, started "a run to windward." Well, as it happened, it proved to be a runaway for *Rainbow*. Possibly that was the idea.

Attending a frostbite regatta at Essex some time ago (even the remembrance of frostbites is exhilarating in this torrid weather) we took refuge aboard Hobey Ford's *Mother Goose*, where the usual applesauce was being served by the hospitable skipper. Into the crowded cuddy tripped a young lady becomingly accoutred in the manner of Rockwell Kent's Greenland ice maidens, and we asked someone discreetly if she were Miss Lorna Whittelsey. Weather conditions being what they were, it seemed only reasonable that it should be. But it wasn't. And, believe it or not, we made the same mistake about no less than six other seagoing girls who were sailing dinghies that afternoon. None of them was Miss Whittelsey, despite the fact that they were all exceedingly attractive, even under wraps. Now the point is, are these comparatively unknown women who risk petrifying their pink toes and mooching their mascara in the alternately freezing and freckling pursuit of yacht racing, getting enough recognition for their sacrifice? Apparently — at least to our mind, if any — the only girls identified with the sport are Miss Whittelsey and Joan Lowell (and Miss Lowell must be ranked as a professional, we fear). Maybe Mrs. Tom Sopwith will get a break if she carries out her advance publicity assignment and holds the stopwatch on *Endeavour*.

A recent despatch to a Metropolitan daily from Gosport, England, read: "It has been decided that Ralph St. G. Gore will sail aboard the America's Cup defender *Endeavour* as the official representative of the Royal Yacht Squadron."

Good sportsmanship has apparently *no* limitations!

One sign of recovery that seems to have been overlooked up to the present is that Park Avenue boom.

Wildly economical gestures at variance with the storied extravagancies that marked the last elimination trials for the honor of defending the "Ould Mug," are being reported almost daily from Newport. *Rainbow*, having ordered a new jib, saved the hanks and returned them to her sailmaker with the request that she be given credit on them, as the sail was to be set flying.

Vadim Makaroff, according to an early dispatch from Bermuda which credited his ketch *Vamarie* with being the first boat to finish, was greatly handicapped by the damaging of all his navigating instruments during the voyage. Mr. Makaroff, the despatch related, was forced to make use of his *charts* as a last desperate resort.

Some navigators seem to think they have done a pretty good job if they can give you the approximate position of where you pile up.

SICK TRANSIT —

so many eager young men
wearing yachting caps
and all the regalia
and paraphernalia
(from Abacadabra & Fish
or some such nobby shoppe)
go deep sea
resplendently
only to end in the scuppers
impervious to criticism
scorn, cajolery, abuse . . .
heaving the lead
of yesterday's biscuits
and completely indifferent
to appearances!

The opportunity (if it offered) of putting salt on the fantail of the fresh water sloop *Baccarat* seems to have been overlooked by her competitors.

Last but not least — Alfred Darrell and his hardy Bermudian brethren aboard *Dainty*, although, in this instance, fortune did not favor the brave.

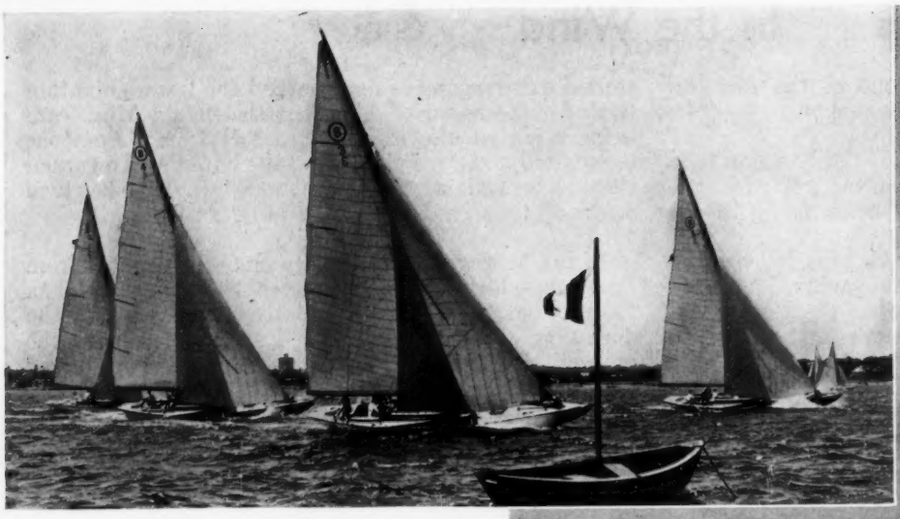
After all, the unsung heroes of ocean racing are, to our mind, the chaps with the iron stomachs who can go into the galley (whence all but them have fled) and, amid Gulf Stream chaos, prepare celestial sustenance for delicate digestions.

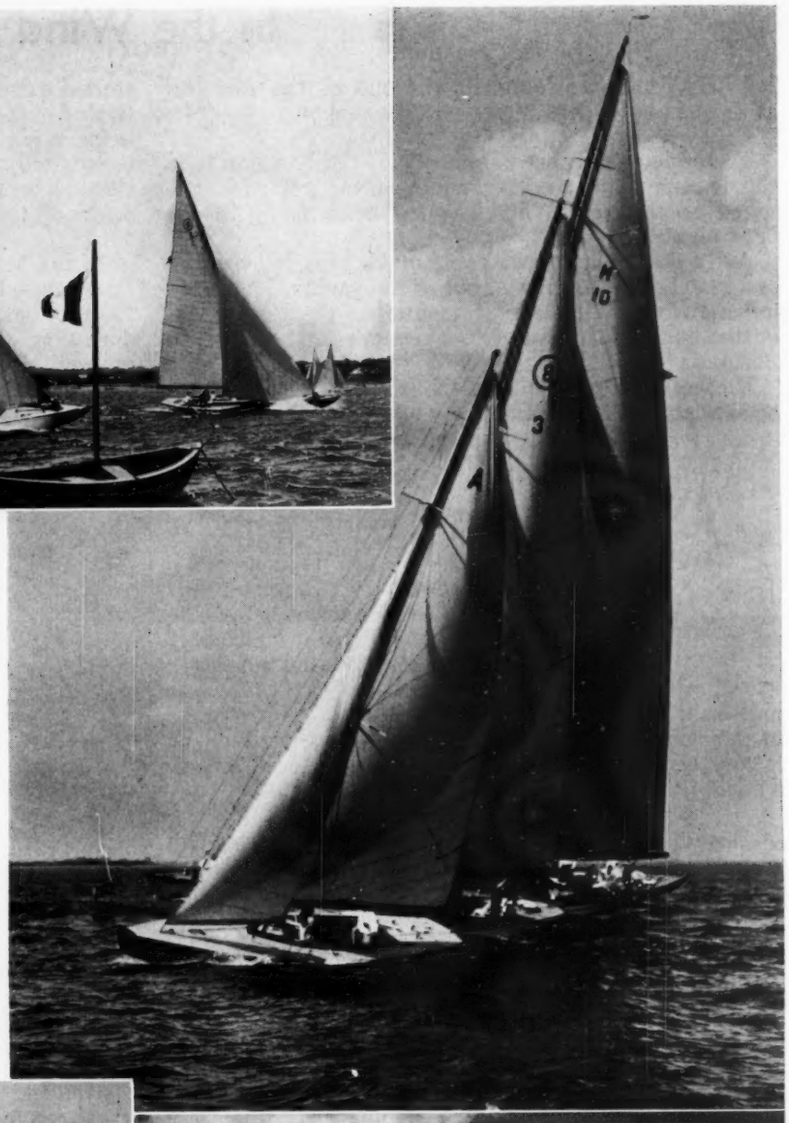
Sea cooks from time immemorial seem always to have been subjects for derision. But the term of opprobrium: "You son of a sea cook!" would lose its sting and acquire more than a tinge of flattery if applied, say, to the offspring of an intrepid father who, with an enticing serving of lamb chops *champvalon*, new peas and creamed potatoes, had once lured a swooning navigator to arise and go unto his sextant.

We wonder if this Padanaram School of Applied Yachting embraces a course for galley slaves in its curriculum.

There seems to be a *Morss* code — for the brothers Sherman and Henry A., Jr. — by which they can judge the performance of *Grenadier*. Apparently she wasn't

(*Continued on page 102*)





Larchmont's Thirty-Sixth Race Week

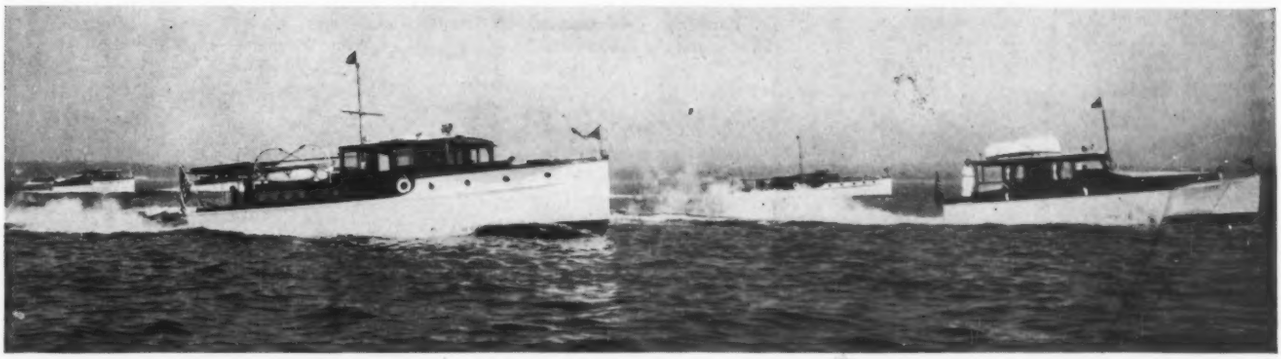
Above, the Eight-Metre Class makes a brisk start

Big, little and medium size converge on the finish line after sailing various courses, and the camera catches them lined up like a file of soldiers. The yachts are "Noweta," Atlantic Coast Class; "Alala," 8-Metre; and the big Class M "Istalena," now owned by Charles Strawbridge

The Handicap Class (bottom left) which now includes some large sized yachts, and the 10-Metres. "Mirage" in the foreground. Right, the Sound Interclubs, still one of the largest and best matched classes in local waters

Photos by M. Rosenfeld

Racing News of the Month



Off to Block Island! Start of the power cruiser division. Left, "MacSon II," first to finish in Class C. Right, "Alfreda I"

The Block Island Race

THE New York Athletic Club's twenty-ninth annual race from Execution to Block Island was run on July 7th, nineteen sailing craft and six motor boats finishing the 100-nautical mile course. First to finish was the Eight-Metre *Cotton Blossom*, followed by the yawl *Gleam*, two time winner of this event. Both of them went through Plum Gut. Next was *Nautilus*, with the big *Mirage* but a minute astern. Fifth to finish was the twenty-year-old *Anita*, sailed by her owner, George P. Granbery. *Anita* had stayed in mid-Sound until past the Middle Ground, at which point she was in second place, three-quarters of a mile astern of *Mirage*. She went through The Race and was off Little Gull about 11:30 p.m. In shifting airs, which finally settled in the eastern quadrant, she made good time and picked up at least half an hour on the boats which had gained on her by taking the Long Island shore and getting more wind. She finished at 4:05, well within her time limit. *Rissa*, *Playmate* and *Narwhal* were the only boats to follow the Connecticut shore.

On corrected time the order of finish was: *Anita*, *Gleam*, *Cotton Blossom*, *Nautilus*, *Nike*, *Mirage*, *Old Timer*, *Malolo II*, *Rissa*, *Narwhal*, *Chicadee*, *Riptide*, *Amoret*, *Marietta*, *Attentive II*, *Playmate*, *Phalarope* and *Myth II*.

There were three events for the motor boats, Class A for boats with speeds over 10 knots; Class C, for the 18-knot craft; and a past performance handicap. George E. Rice's *Wahneta III* was first in Class A on corrected time, with *Danell* second and *Anjean* third. In Class C, *Alfreda*, owned by A. H. Merkel, took first on corrected time with *MacSon II* second and *Marmarie* third. The order in the past performance handicap was: *Danell*, *Alfreda*, *Anjean*, *Wahneta*, *MacSon*, and *Marmarie*. *MacSon II's* time was 5:53:26, thought at first to be a record but the mark set by *Countess* in 1916, 4:12:20, still stands.

Rye to New London, an Anniversary

FIFTY years ago a fleet of steam yachts surged up Long Island Sound from Milton Point, Rye, to Fisher's Island in the first long distance race held by the American Yacht Club. On the evening of June 20th, this year, a diversified squadron of wind-driven racing and cruising yachts left Milton Point for New London in the golden jubilee anniversary renewal of this oldest of Sound overnight races.

Thirteen racing yachts, the cream of the fleet of the Yacht Racing Association of Long Island Sound, and nine cruising vessels of nearly as many different types, competed.

George B. Milne's Ten-Metre sloop *Branta*, skippered by Commodore John B. Shethar, of American, won in the racing division with another "Ten," W. Roy Manny's *Synthetic*, of Larchmont, second. They beat the fleet boat for boat and saved their time on the smaller entries. Third place went to William M. Young, Jr.'s Fisher's Island 43-footer, *Venturon*.

The cruising class was divided into two classes, over and under 45 feet over all length. In the larger group Charles Lee Andrews won with his slippery schooner *Curlew* and in the smaller class first prize went to *Phalarope*, a sturdy little plumb stem cutter sailed by W. Ashley Hardy, a Princeton University yachtsman.

Conditions were not conducive to a fast passage. All during the night the wind was light or virtually non-existent, and what there was came astern or off the port quarter. Long after sunrise the next morning, a light southerly came in and the boats that had gone over to the Long Island shore and stayed there broke out their kites and carried the new breeze around the fleet to the finish line off New London Ledge Light. Those which played the middle of the Sound got it next and those which clung to the Connecticut side were last to feel its effects and consequently the last to get in.

It was a slow race, *Branta's* elapsed time being 15:38:30 for

Nineteen yachts started in the sailing division of the Twenty-ninth Annual 100-mile Race to Block Island. "Anita," the winner, second from left, followed by "Mirage" and "Old Timer"

A new 15½-foot one-design boat (left) adopted by the Inland Lakes Yachting Association for the juniors

The Six-Metre "Maybe" again successfully defended the San Francisco Bay Challenge Cup

The new Teal Class of 20-footers, fast becoming popular at Detroit and Gull Lake

the 80-mile course while the *Smith-Brown-Jones* took 21:18:44. Three racing yachts and two of the cruising division failed to finish inside of the time limit.

E. B. Morris

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California "Sixes" Battle for Famous Trophy

SAILING in a fresh breeze, with less than a minute between them nearly all the way, two slim, Six-Metre sloops wrote one more thrilling chapter in San Francisco Bay racing annals on July 1st when the Corinthian Yacht Club's defender, *Maybe*, with ex-Commodore Arthur Rousseau at the tiller, crossed the finish line ahead of Donald Douglas at the helm of *Gallant*, the Los Angeles challenger for the Perpetual Challenge Cup. Although sailing a beautiful race and getting away to a smart start, Rousseau was hard pressed from start to finish, and *Gallant* came within 15 seconds of closing the gap at one stage of the race.

The starting gun sent the two "Sixes" over the line right into the teeth of a fresh westerly, to round the Presidio stakeboat, *Maybe* leading. On the down-wind run to Goat Island, Rousseau stretched his lead to 45 seconds. Still out in front, *Maybe* picked up another five seconds to Southampton Shoals. Off Alcatraz Island, the defender overstood on a port tack, allowing *Gallant* to cut down the distance to a 30-second gap. On the long beat back to the Presidio, *Maybe* picked up a few seconds on each leg until, when she rounded the stakeboat and romped back to the finish, she led by 1 minute, 25 seconds. Her time over the 14-mile course was 2 hours, 35 minutes.

This was the tenth win for Rousseau and the twenty-second victory for the Corinthians since the famous West Coast "mug" was first put in competition forty years ago.

Tom White

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A New Inland Lakes Class

DESIGNED to stimulate sailing among boys and girls of twelve to sixteen years, a new 15½-foot sloop has done much to revive sailing activity among the younger sailors of two Minnesota yacht clubs, members of the Inland Lakes Yachting Association. The small sloop, built for youngsters unable to handle the trickier Class C inland scow-type boat, has been made a regular class on both Minnetonka and White Bear Lakes, and will be the basis for a new small boat class approved by the Inland Lakes Association.

The boat, designed and built by the Johnson Boat Company of White Bear, is 15′ 6″ by 6′ 3″ beam, and carries 125 square feet of sail in mainsail and jib. She has hollow mast, flat boom, double planking, and steel rudder and centerboard. She was designed to remain afloat all summer, and be sailed in all kinds of weather without fear of capsizing, two features which cannot be claimed by the three other Inland Lakes classes.

In a race last summer, when the entire White Bear fleet of C, E, and A boats capsized in a sudden squall, the little X boats, with two sailors in each, finished the race. The boats are fast, and valuable for training future skippers.

An interclub regatta between eighteen boats of the White Bear and Minnetonka fleets last summer led to talk of their adoption as a regular Inland Lakes design to be approved by the Association, but not to participate in the annual regatta. There has been a definite need in the organization for a regular small class to take the place of the numerous existing types of small boats. A safe, one-design class will, it is hoped, lead to more sailing among junior members, and bring about interclub competition, as has happened in Minnesota.

W. W. Winkler

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Chicago-Michigan City Cruising Race

EIGHTY-THREE yachts entered the Michigan City Race, run for the forty-third time by the Columbia Yacht Club, of Chicago, on June 23rd. Second in importance only to the long-distance Mackinac Race, the annual "dash" across Lake Michigan this year required the use of all light canvas and taxed the patience of the crews in the lightest of airs.

Of the eleven classes of windjammers starting, the Mackinac Race veteran, the Class Q sloop *Princess*, was the first to finish and won most of the laurels. *Princess'* owners, Edmund Jedzrykowski and Carl Kallgren, sailed her over the 32½-nautical mile course in 8:12:29. Time allowance gave *Princess* a ten-minute lead over the second boat in her class, *Hope*, a Long Island "Q" owned by S. P. and T. W. Robinson, Jr.

After slatting about in a glassy calm for five or six hours, a southeasterly breeze piped up about three o'clock. With this

close reaching wind the sailing craft slipped along smartly. A few hours after the last racer had crossed the finish line a devastating squall bore down on the fleet anchored off Michigan City.

Sterling Morton's 89-foot schooner *Freedom* was the first to finish in the Class A cruisers. Corrected time put her in fourth place, however. Bob Benedict's *Bagheera* proved the winner with nearly 16 minutes to spare over John T. Snite's *Valkyrie*.

Six 20-raters participated, and *Gossoon II*, with Malcolm Vail, her co-owner, at the helm, won on both corrected and elapsed time. E. E. Sheridan's *Ariel* took second place, and *Ardelle* third. Other winners in the cross-lake run were: Seawanhaka sloops, *Springtime*, Gus Nyland; Class B cruisers, *Comet*, Dr. W. Redlich; Class C cruisers, *Voyageur*, Nanninga-Parker; Class S, Universal, *Orn*, Dr. George Davis; Universal yawls and schooners, *Fortune*, Kenneth Brown.

Starting four hours after the sailing craft, sixteen power cruisers entered the consistency race to the same Michigan City. *Dan Dunn*, with Norman Marsh at the wheel, was the first to finish. She suffered for this zealous burst of speed, for her margin of time was 20 minutes and 51 seconds ahead of the declared speed. This was sufficient to relegate her to last place after the power boat committee, I. J. Atwood, Ian MacKenzie, and Com. D. P. Ruger, had figured the discrepancies. Frank Busch was declared the winner, having driven his 50-foot cruiser, *Marjac*, over the 40-statute-mile course within six seconds of his declared time.

J. A. Waring

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Rochester Yacht Club Wins International Dinghy Cup

THE outstanding feature of the annual three-day regatta of the Lake Sailing Skiff Association, held under the auspices of the Royal Canadian Yacht Club June 30th–July 2nd, was the clean cut victory of George Ford of the Rochester Yacht Club, the U. S. challenger, over Howard Vallatt of the Toronto Canoe Club, the defender, in the James Douglas international trophy series for 14-foot dinghies. This trophy has been successfully defended by Canadian dinghy sailors ever since the National Yacht Club brought it back from Rochester in 1926.

In the first race this year, sailed in Humber Bay, George Ford, the youthful challenger, was beaten by a foot at the finish line. Ford led for practically the whole race. On the last leg the wind dropped considerably. Vallatt, trying for a break, went off the course hunting for wind. When the wind shifted from south to north, it left him to windward, and running down on Ford with the freshening wind, he caught him and won by the smallest margin ever recorded for a Douglas Cup event.

In the second race the wind was light, Ford had little trouble in keeping Vallatt covered, and won by 35 yards after being headed only once. The last race was also sailed in light airs, and the result was the same. The American led practically throughout, but the margin at times was small.

Ford's boat is at her best in light airs, while Vallatt has a heavy weather boat. The wind for the three races was light to moderate, favoring the Rochester craft.

In the other international event, the Emerson Trophy series for two-boat teams, the Toronto Canoe Club pair, Robinson and Evans, downed the Rochester challengers, Hill and Tarr, in two straight races. Points were scored on a 5, 3, 2, 1 basis, which resulted in a Canadian victory by 13 points to the Americans' 9. Robinson sailed a sloop-rigged dinghy, all the others carrying the customary cat rig.

Reg. Dixon

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Racing on Lake Ontario

LATE August and early September will monopolize the chief yachting fixtures of the Great Lakes. Just at present there is uncertainty as to the contenders for the Canada's Cup, greatest international fresh water classic, which the Rochester Yacht Club will defend, the Royal Canadian Yacht Club being the challenger.

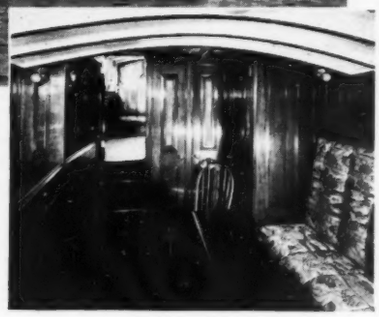
The series is to be sailed off Rochester in the Eight-Metre Class beginning Monday, August 20th. *Conewago* is looked to for the defense, with W. V. Castle again at the tiller. Up to early July Ken Slater was making the best showing among the Toronto "Eights" with *Norseman*.

The Rochester Yacht Club and the Buffalo Canoe Club will put up a battle to represent Lake Ontario in the Class R races at Toronto, the week of September 4th, for the championship of the lakes, and its emblem, the Yacht Racing Union or Richardson Cup. The elimination series will be sailed August17–19th, off Rochester. Lakes Michigan and Erie will also send contenders for this cup.

Sandwiched between the Canada's Cup series and the Richardson Cup series will be the fiftieth annual jubilee regatta of the Lake Yacht Racing Association of Lake Ontario at Toronto, August 28th, 29th and 30th. There will be no less than twelve classes racing. As usual, the regatta will be prefaced by the international long distance handicap race for the Freeman Cup, with about fifty yachts competing. The race will start Saturday, August 25th, off the port of Rochester. A new starting plan will be followed. Instead of sending all classes away at five-minute intervals, beginning with the small classes, it is pro-

A. Archer

Rigging 14-foot dinghies at the Royal Canadian Yacht Club for the Lake Sailing Skiff Association international regatta



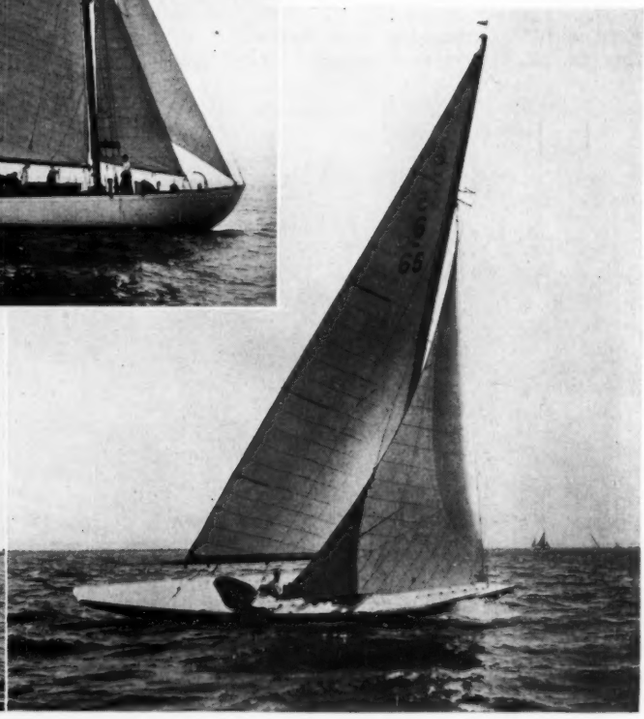
"Nimrif," a new 56-foot express cruiser designed and built by a.c.f. for Firman H. Desloge, of St. Louis. She is to be used for swordfishing around Nantucket. A pair of 275 h.p. Hall-Scott Invaders furnishes the power

Starting Their First Season

"Alsumar," a 70-foot yawl designed by Sparkman & Stephens for D. H. Morris, Jr. Auxiliary power is furnished by a Buda "Six"

Another new Six-Metre is the "Challenge," owned by Paul Shields, of Larchmont. Designed and built by Luders Marine Construction Company, she joined the class only recently, but has been going well

Below, "Swallow," the new Six-Metre designed by the same firm and built by Nevins for a Seawanhaka syndicate. She has proven remarkably successful in her class



posed to start the five smaller classes in the forenoon. Four or five hours later the larger classes will be sent along at five-minute intervals. The course will be across Lake Ontario to Cobourg, Ont., thence up the lake to the finish off Toronto. D. F. LANE

+ + +

Model Yacht Championship Races

THE ANNUAL championship races for Class A international model yachts, run each year to select a challenger to represent the United States in the contests in England, were held at Port Washington June 26th to 28th. Four of the fastest models in the country were on hand. They were: *Bostonia IV*, owned by Jordan Cawthra of Grand Rapids, Mich.; *Justa, Jr.*, Gordon L. Curry, Port Washington, L. I.; *Bostonia V*, John Black, Marblehead, Mass.; and *Westward III*, F. L. Pigeon, Boston. To compete in these races a model must have sailed in the sectional trials at which three models from the East and three from the Middle West are chosen, though this year there was only one from the Middle West.

After waiting all the first day for a shift of wind, the regatta started on the 27th. The boats were run in pairs, the first leg to windward and the next a run. The next day was lost on account of the weather but the last day saw some good racing. The final score was: *Westward III*, 91; *Bostonia V*, 85; *Justa, Jr.*, 62.

The annual meeting and dinner of the Model Yacht Racing Association were held at the Knickerbocker on June 26th, Commodore J. A. Erickerson presiding. Officers elected for the ensuing year were: President, E. L. Cheney, Saugatuck, Mich.; Vice President, S. H. Cox, Cleveland, Ohio; Secretary, F. L. Pigeon, Boston, Mass.; Treasurer, E. A. Bull, Brooklyn, N. Y.; Measurer, J. A. Potter, Boston, Mass.; Executive Committee, H. F. Decker, Chicago, Ill., G. L. Curry, Port Washington, L. I., and J. Black, Boston, Mass. FRED L. PIGEON

With masthead seat and pulpit, "Helma," a new Matthews "38" sport model is in commission. Owned by Bruce Dodson, Kansas City, she does 15 miles with two 80 h.p. Kermaths

Carl L. Weagant

IT IS with the greatest sorrow that we have to announce the sudden death of the Associate Editor of YACHTING, Carl L. Weagant, who passed away at Douglaston, L. I., on July 17, after this issue of the magazine was made up. Four years of close association with him had endeared him to every member of the staff, and his writing and his adventurous voyaging made him known and loved by our readers in every part of the world.

In this issue are two stories from his pen, both recounting recent ocean voyages. They are the last we shall ever have. He has gone on his big adventure, and at the age of only twenty-six. In spite of his years he was a veteran sailor. To him, the sea was life itself. He will be sadly missed, not only by those of us who have to carry on, but wherever cruising men gather to talk of the sea, ships and those who sail them.

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New York State Outboard Championship

THE REGATTA held at Geneva, N. Y., on July 7th and 8th provided two days of fine racing for the outboard enthusiasts. On the first day rain fell at intervals but conditions were perfect on the second day and fast time was made. In the third heat of the Class F race, Lewis Carlisle hung up a world's record of 52.941 m.p.h., the fastest time ever made by an outboard in competition. He also won the Finger Lakes Championship.

At the close of the first day's racing, Fred Jacoby led in the competition for the Governor Herbert H. Lehman Trophy, emblematic of the New York State championship, but when the final figures were added up, the score stood: J. C. Walier, Jr., 3400; Lewis Carlisle, 3190; Fred Jacoby, 3047.

Carlisle also won the Hotel Seneca Trophy, for the highest score made by an amateur, with 3190 points. Sam Crooks was second with 2582, and Clinton Ferguson third with 1800.

Larry Reybine and Butts Whiting divide responsibility while taking a trick at "Edlu's" wheel. Larry keeps his eyes glued to the compass card while Butts gazes anxiously aloft

The veteran sailorman wants three or four hot meals a day and a dry bunk when he turns in, even when indulging in the delights of ocean racing. Here is "Edlu's" seagoing "Doctor" bringing chow to the watch on deck

Yachting
HERBERT L. STONE, Editor
CHARLES H. HALL ALFRED F. LOOMIS CARL L. WEAGANT
Associate Editors
EARLE D. GRIMM, Publisher

EDITORIAL

Cup Yachts Hard at It

AFTER a month of hard racing between the three candidates for Cup defense honors, we are no nearer to knowing which will be the ultimate choice of the America's Cup Committee than we were at the start of the season. This is largely the result of the greatly improved showing of the *Yankee* over her form of four years ago. In the early races, the new *Rainbow* had distinctly the better of it, but that was before she met the Boston cutter. Up to the time this is written, *Rainbow* has met *Yankee* officially in five races, of which she lost four and finished first in only one, and that one went over the time limit fixed by the Committee. However, there was a protest in one race which *Yankee* won that may alter the result. Be that as it may, the count stands on July 16th, four to one for the Boston boat. Even more impressive is *Yankee's* showing against *Weetamoe*, the former winning on each of the three occasions they have met.

Against *Weetamoe*, *Rainbow's* showing has been better. She has won four of the five official engagements in which they have been hooked up, and the one she lost went over the time limit set for the race. *Weetamoe* has been in hard luck ever since she was launched, and to crown the climax she lost her centerboard, a new one to conform to the rule as amended four years ago, when the pin dropped out and let it go to the bottom. This put her out of several important races. While she has seemed better in a breeze since the radical changes were made in her keel, as already described in YACHTING, she has not shown impressive all around form.

To sum up, *Rainbow* started the season promisingly. She seemed a good boat but not an outstanding one, yet it was felt that with more conditioning, and with fine organization and handling, she might be the boat. But *Yankee's* improved form, with the excellent handling she has had from Charles F. Adams, has altered the outlook, and the Vanderbilt syndicate boat will have to step faster than she has been doing to be chosen. However, the season is yet young. The August races may change the complexion of the picture. Remember, it was not until the New York Yacht Club Cruise in August four years ago that *Enterprise* showed winning form. *Rainbow* may come to the front, or *Weetamoe*. But in her present form, both will have to step to beat the re-vamped Boston yacht, which was hardly in the picture four years ago.

Ole Evinrude

THERE is, perhaps, no other individual to whom the yachting fraternity owes a deeper debt of gratitude than Ole Evinrude, who passed away on July 12th at his home in Milwaukee. For over a quarter of a century, the normal span of a man's useful years, he devoted his life and his talents to the development of the outboard motor that has contributed so greatly to the boat owner's pleasure, and has done so much to lessen the labor of small boat handling. So closely identified has he been with the invention and subsequent improvement of these small but useful power plants that his name has become synonymous with portable motors. Looked upon, when first introduced, with doubt and scepticism, Ole Evinrude had faith in his invention, and vision to see the need that his engines would fill. He had also the courage to go ahead with inadequate resources and limited facilities. It was this courage, faith and vision that brought success. To those who had the privilege of knowing Ole Evinrude, his passing will be a great personal loss. It will be no less a loss to those countless thousands who have come to rely so greatly on the little motors which his genius developed.

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The Bermuda Race and the Rule

IT IS YET too early to analyze the results of the Bermuda race and see just how the new ocean racing rating rule worked out. There was a quite wide spread between the contestants on corrected time. But how much of this was due to the handling of the yachts and to the courses sailed, or to the weather conditions, is hard to determine. This year, according to reports, the choice of course played an important part in the result.

It is gratifying that *Edlu*, a wholesome, normal boat, not designed to gain any particular advantage under the rule, should come through to win. It was the normal cruising yacht that the rule was designed to favor. *Dorade* and *Mistress*, by reason of certain features of design, were both hit hard by the new rule. *Dorade*, with penalties totalling nearly 7 feet, looked hopelessly out of it. Yet she was sailed so superbly, and driven so hard (she logged 215 miles in one 24 hours) that she finished in fifth place. *Mistress* was also sailed hard and well to finish second, but her handicap proved too much for her. We hope, after the story is fully told, to make an analysis of just how the new rule worked.

IN THE WORLD OF YACHTING

RUDOLPH J. SCHAEFER

ALTHOUGH making his first essay at ocean racing, Rudolph J. Schaefer, whose yacht "Edlu" won the recent hard drive to Bermuda, is well known in Long Island Sound yachting circles through his former yacht, the Class O sloop "Gray Dawn," which he sailed during the past four years. Although a comparatively newcomer to the sport "Rudy," as he is affectionately known to his friends, was inoculated early, his father having been prominent in the sport for many years, and his home being on the shore of the Sound not far from the Larchmont Yacht Club, the rear commodore's burgee of which organization he now flies.

In building "Edlu" it was with no particular designs on the Bermuda Cup, but rather to get a fast, comfortable cruising yacht, which could be raced on occasion in the many long distance events which are more and more taking a prominent place in the seasonal racing activities. In this endeavor he seems to have been reasonably successful.

He is a member of the New York Yacht Club, as well as of the Larchmont organization.

Under the Lee of the Longboat

By "Spun Yarn"

CAP STAN, the Longboat's coxswain for many years, has signed off to edit *Wind and Wave*, a weekly interested in the devotions of Long Island Sound yachtsmen — or, as is more frequently put, devoted to the interests of same. The new helmsman, who is generally an admirer of the old, and who thinks Cap will do a swell job with the new sheet, wishes him the best of luck.

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Down at New London before the Bermuda Race, the habitués anchored in the vicinity of Burr's Wharf had quite a time watching the comings and goings on Hogback Reef. On the evening of the Varsity boat race a big motor cruiser hung up there until Nat Seeley's *Lady Lou* dragged her clear, and the following morning a number of us watched a yawl repeat the performance. Somebody said, "Watch that boat hit the reef, and watch particularly the bird standing in the bow. When I say 'Now' watch him. Now!" Whereupon the bird standing in the bow leaped into the air and sprawled on deck, while the yawl humped herself off the reef and floated clear. There ought to be a buoy to keep strangers off this rock. In fact, there are *two* buoys. But inconsequential sailors keep trying to outwit them.

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Last year a prominent yachtsman who wanted to buy a boat to win the Bermuda Race found that *Vamarie* could be bought and took a sail in her. He liked her pretty well, but he disliked the bow wave that she throws out. He was asked to observe that the water displaced by her bow never returned to her sides and that her wake was smooth and flat; also that her speed was good. But the yachtsman couldn't be persuaded and gave it as his opinion that in rough going *Vamarie* would push the whole ocean ahead of her. What she has just done in the Bermuda Race is push the ocean from Montauk to St. Davids Head faster than it has ever been pushed before. But perhaps the yachtsman was justified, as *Vamarie* didn't cop the cup.

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If yachts that overtake in the Bermuda Race could arrange to do so in the dark the order of finishes might be different. Eleven years ago the schooner *Seafarer* overhauled the yawl *Memory* practically hove to in a Gulf Stream blow. When *Memory* saw *Seafarer* crowding up upon her she set sail, and won the race. So again this year. Sailing under her working canvas, *Dorade* came up on *Edlu* jogging comfortably under a reefed mainsail and jib. *Dorade* set a jib topsail, as a gesture of defiance. *Edlu* shook out the reef and carried on, staying right with the Doradies and finishing just twenty minutes behind them. *Edlu's* allowance was more than sufficient and she won the race, while *Dorade* got a disappointing fifth.

+ + +

Carl Weagant, one of the many seagoing editors of YACHTING, navigated the only Great Lakes entrant, *Baccarat*, and did his nonchalant bit toward capturing the Class B trophy.

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Hobey Ford, Commodore of the Cruising Club of America, presented on behalf of the club a slick model of the *Sovereign of the Seas* to the Royal Bermuda Yacht Club. He said felicitously that he liked to think that the two clubs were tangibly joined by this model, and he declared also that the *Sovereign*, coming down by steamer, had beaten the fleet. He might have added that she came down on the starboard tack like the rest of us.

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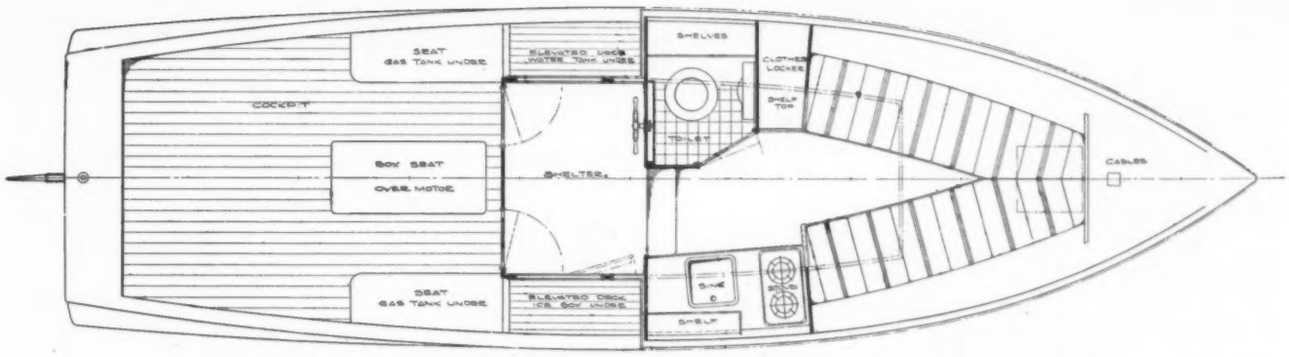
There's been a story going the rounds at Hamilton of a steward who shipped at the last minute, did an excellent job of cooking on the way down, and refused to accept wages for his services. It was in the nature of a vacation for him, he told the owner. He'd had a swell time and couldn't think of being paid for it. His identity is being kept a secret.

+ + +

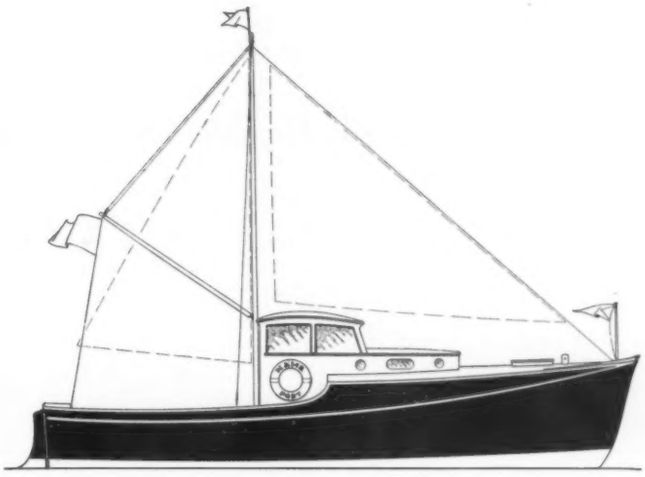
Not that the other cooks did so badly. The all-amateur crew of the *Teal* ate turtle soup, roast beef with Yorkshire pudding, muffins, asparagus salad, pumpkin pie, and all the fixings. I mean when they got ashore. And how! Hey, Graham?



Accommodation plan of the new Sport Fisherman. There is room in the cockpit for two anglers' chairs

"Lady Jane," a Dyer "Sport Fisherman"

THE interesting motor boat shown on this page was developed by W. J. H. Dyer from the able lobster fishermen which hail from Jonesport, Maine. She is an offshore fishing boat, with accommodations of the yacht type, and was designed by Philip L. Rhodes, naval architect of New York, who has recently become associated with Cox and Stevens. Her model follows that of her prototype, a boat well known for her ability and seagoing qualities. With her large cockpit and enclosed bridge deck, stout mast and derrick boom, she would make a fine Frostbite tender, the boom making it easy to handle a dinghy. The type will be made a stock model, the first one being owned by Hon. Richard S. Aldrich, of Providence, R. I. She has been named *Lady Jane*.



Outboard profile, showing the steadying sails

The boat was built by the Anchorage, Inc., of Providence and her dimensions are as follows: length over all, 27′ 6″; length on l.w.l., 25′ 4″; beam, 7′ 10″; draft, 2′ 6″. She is framed with oak and planked with Philippine mahogany, deckhouse and trim being of the same wood. The power plant is a Chrysler Ace engine, mounted on rubber and located under the cockpit. The gasoline capacity is 50 gallons, the fuel being carried in two copper tanks under the seats in the cockpit. The water tank, 25 gallons capacity, is under the elevated deck alongside of the steering shelter. It is filled from the deck.

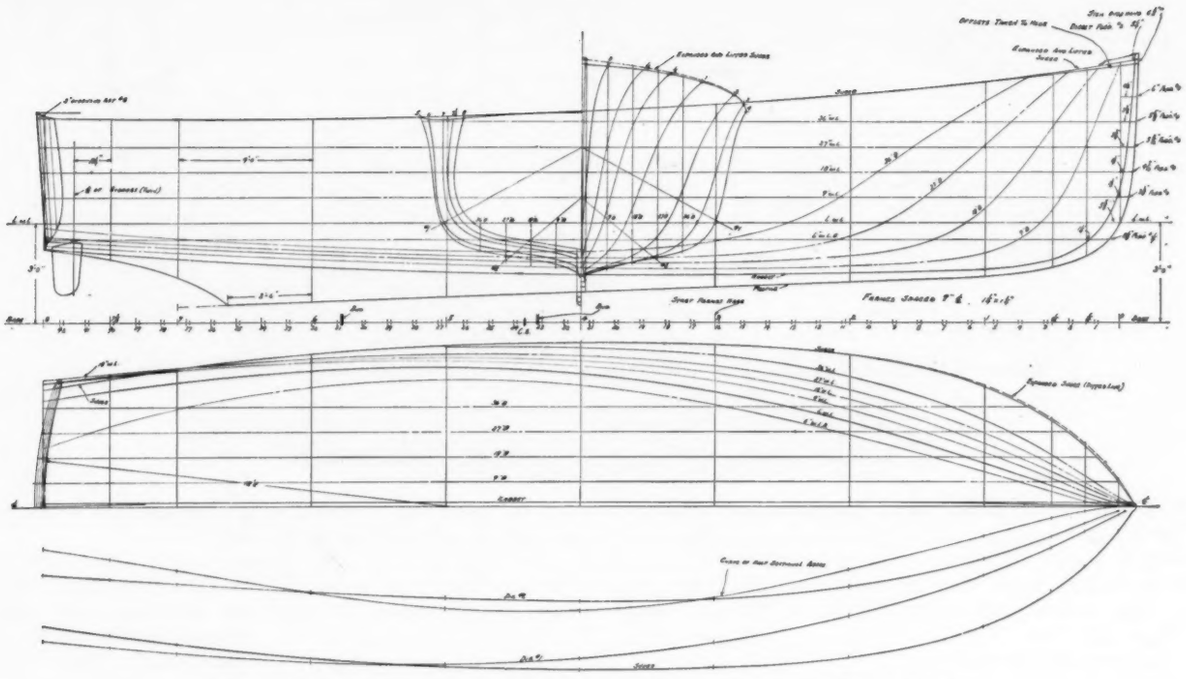
The mast is hollow and the sail area is 136 square feet. Of this 72 feet are in the jib and 64 in the trysail. While the rig is auxiliary to the motor, being intended mainly for steadying canvas, the boat sails reasonably well with a beam wind and heaves to beautifully under the trysail alone.

There is more than 6′ headroom throughout the cabin, which has a 7′ berth each side and a hanging locker aft. To port is a toilet room with the usual fixtures while to starboard is a galley with sink, two burner stove, glass and dish racks, lockers and shelves and a 100 pound ice box.

The steering shelter has 6′ 3″ headroom and connects with the cockpit through a sliding door. The cockpit is 10 feet long and is watertight and self bailing. Besides the box over the motor and the seats each side over the gas tanks, there is room aft for two swivel fishing chairs.

"Lady Jane" under power. Notice the wave formation

Driven by the Chrysler Ace motor, the boat has a guaranteed speed of better than 16 m.p.h. *Lady Jane* has gone from New Bedford to Block Island, in a lump of a sea, in four hours and has made the run from Burr's dock, New London, to Brenton Cove, Newport, in 2:45. On this passage she was throttled down.



The plans of the new boat display easy buttock lines aft and a pretty flare forward

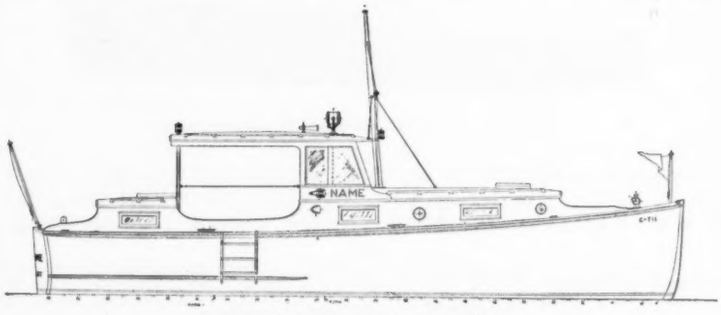
"Annisquam," a Speedy Double Cabin Cruiser

THE twin screw cruiser *Annisquam* is from the boards of Eldredge-McInnis, Inc., of Boston, for a yachtsman who wishes to remain anonymous for the present. She is now nearing completion at Simms' yard in Dorchester, Mass., and she will be used at Hyannisport, Mass.

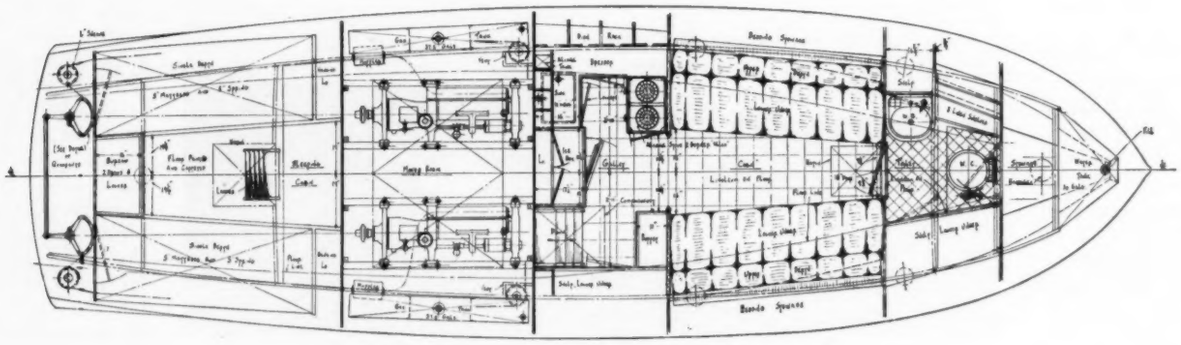
Annisquam is 32′ 9″ over all, 9′ 9½″ beam and 30″ draft. She has a forward cockpit, long trunk cabin, bridge deck amidships with windshield and standing roof, and a cabin aft. Below, there is a toilet room forward, then the main cabin with upper and lower berths each side, a galley the full width of the yacht, and the bridge deck with steering wheel and controls forward and a seat across the after end. Aft is a snug cabin with a built-in berth each side, bureau and lockers.

The power plant is a pair of Chrysler "Crown" engines with reduction gears which will drive the boat at a 20-mile pace. Special care has been taken with the ventilation of the engine room. The gasoline tanks, 37½ gallons each, are outboard in the engine room, while the 30-gallon water tank is under the forward deck. Two rudders, their quadrants linked together, are set directly astern of the twin propellers.

The boat's color scheme is white, with mahogany nosings, hatch covers, etc.



Outboard profile of the new cruiser

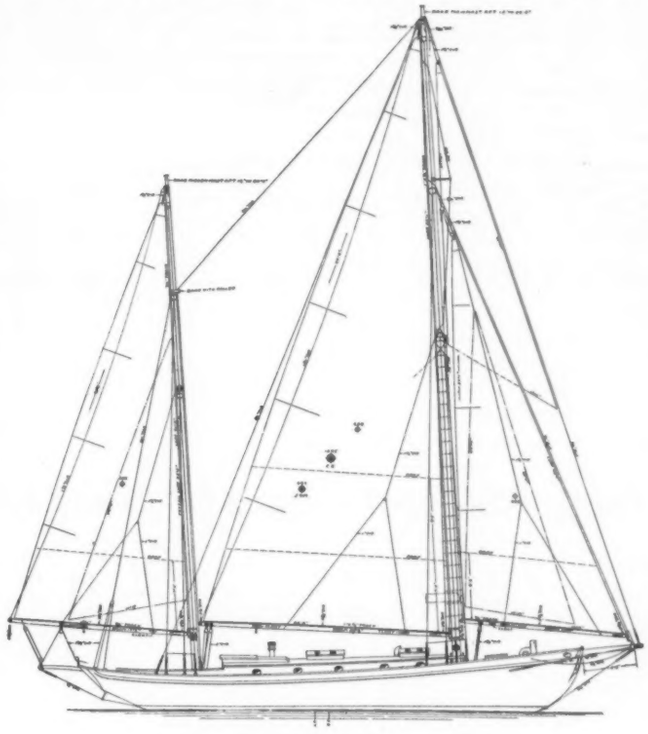


The cabin plan reveals the fact that the boat has two rudders

"Cygnus," the Newest Cruiser by Winslow

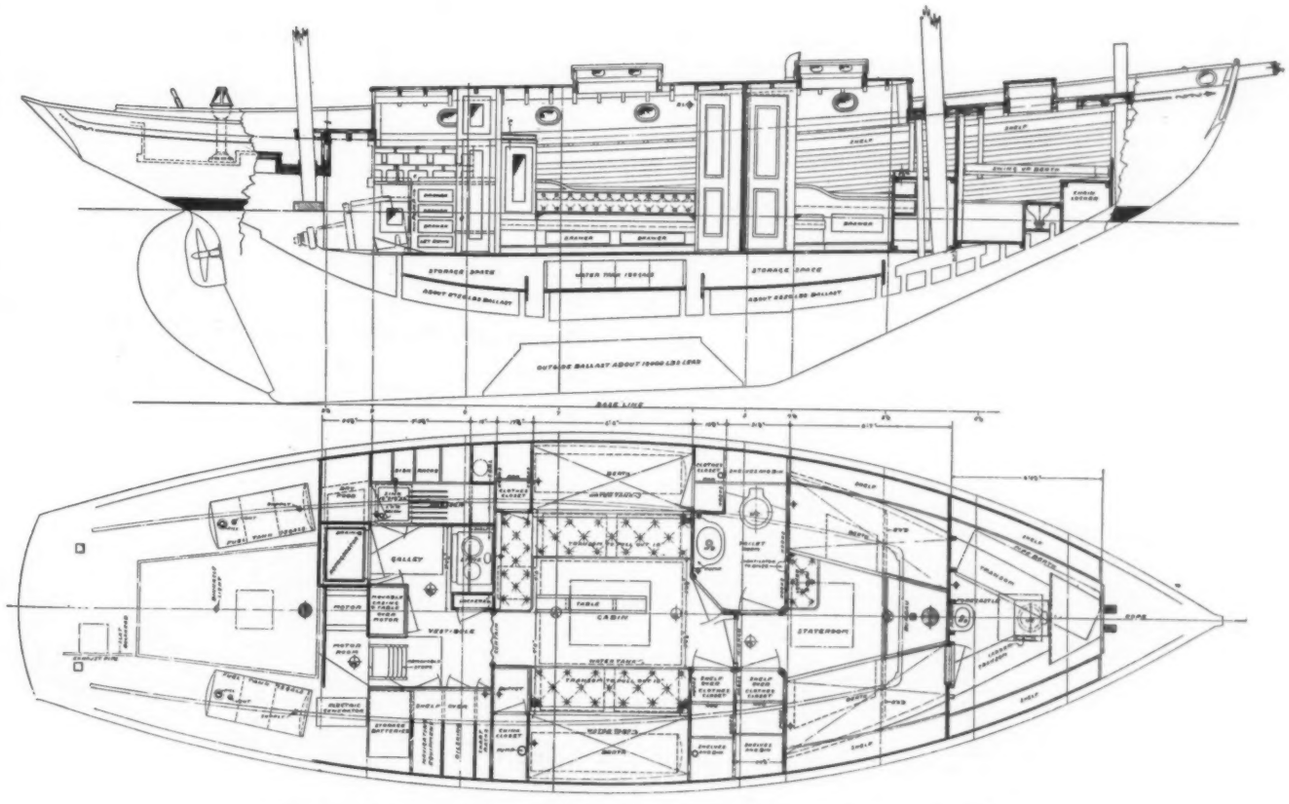
THE cruising ketch *Cygnus* was designed by Ralph E. Winslow, of Quincy, Mass., for F. B. Collins of Falmouth, Mass., and built by the Quincy Adams Yacht Yard of Quincy, Mass. She is 49′ 7″ l.o.a.; 38′ 3″ l.w.l.; 14′ 0″ beam and 7′ 6″ draft. Displacement is 55,000 pounds and ballast 23,000 pounds, all but 5,000 outside. Sail area is 1,345 square feet. Construction is high grade, with mahogany planking and teak deck and deck joinerwork. Fastenings are Everdur. Spars are hollow and of Sitka spruce. Tanks are of tin lined copper. She has bronze hardware, Merriman blocks and winches, Chamberlain windlass, and Kelvin White binnacle with spherical compass.

The engine is a Scripps F–4, with 2:1 reduction gear, installed under the bridge deck. Copper jacketed exhaust pipe is fitted, also Goodrich rubber stern bearing, monel shaft, and special controls, etc. The fuel capacity is 150 gallons and 340 gallons of fresh water are carried. Electrical equipment is complete, with Homelite generator, Edison storage batteries, etc.

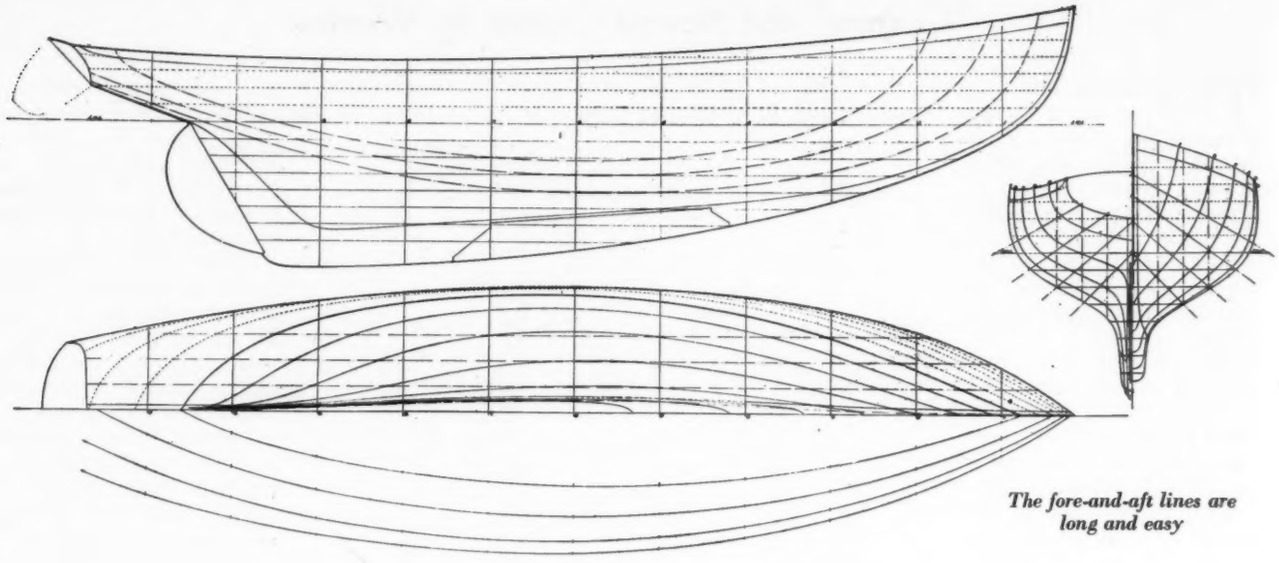


The jib-headed ketch rig was chosen

The cabin arrangement is practical, with accommodations for six aft and a paid hand forward, with a good galley and a number of lockers. Headroom throughout the cabin is 6′ 4″. The cockpit has been kept large, giving room for a number of guests when day sailing, and there is ample deck room. Mr. Collins required a boat that would be stiff and able and not too large to be handled by two people. He is contemplating several long coastwise cruises in *Cygnus*, a trip to Labrador and also to the West Indies. He is planning to live aboard the yacht during the summer and may make her his year 'round home.



Inboard profile and cabin plan, showing the roomy cockpit and the arrangement below



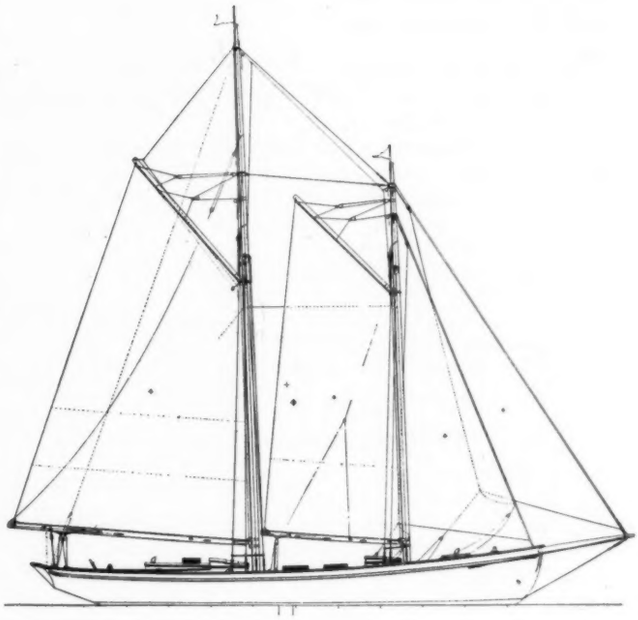
The fore-and-aft lines are long and easy

A Husky Schooner Designed for Ocean Racing

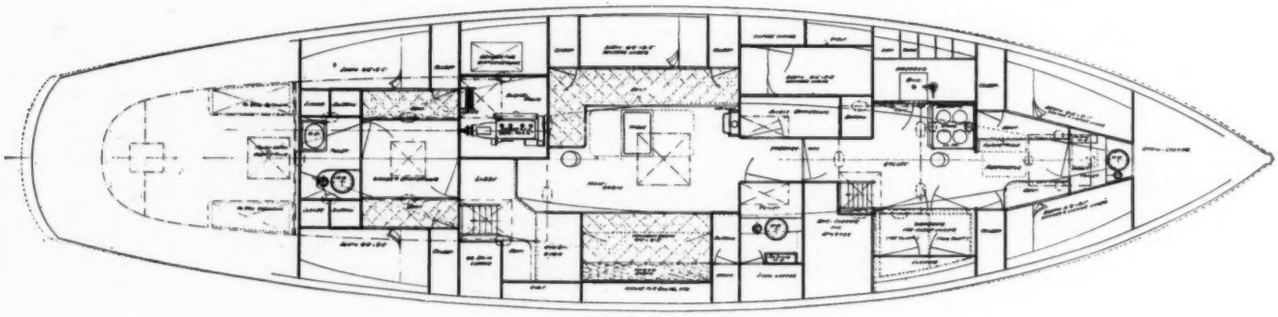
THE trim looking schooner yacht on this page was designed by Murray G. Peterson of Marblehead, Mass., to be a seaworthy, comfortable yet fast boat that should be a dangerous competitor in such ocean contests as the Bermuda race. She is 60′ 5″ over all, 49′ 0″ l.w.l., 14′ 10″ beam and 8′ 6½″ draft. She will fit the Cruising Club rule, the designer states, without taking any severe penalties. All fore and aft lines have been kept as long as possible and the boat has been given plenty of lateral plane. The ballast is of lead, 25,000 pounds on the keel and 5,000 pounds inside.

The sail plan shows a conservative gaff-headed rig with 1786 square feet of canvas in the four lowers. With the gaff topsail, this gives 1934 square feet in the working sails. The motor is a Kermath "Sea Man" 50 h.p. medium duty, located on the port side aft. Gasoline capacity is 80 gallons and fresh water 230 gallons.

Below is a livable forecastle, next to which is a large galley with companionway to the deck. Abaft this is a huge sail locker. Next are a toilet room and a single stateroom, and then the main saloon with sofa and three berths. There is a step in the floor line aft, under the cabin trunk, giving increased space in the wings. The engine room is ample, with its own hatch and ladder. Aft is a double stateroom for the owner and a toilet room. The cockpit is good sized, with a hatch in the floor to the lazarette and seats on each side.



Sail plan



Accommodation plan of the Peterson schooner

A Steel Motor Sailer of Interesting Type

THE YACHT herewith was designed by Rice Brothers, shipbuilders of East Boothbay, Maine, to be a vessel especially fitted for long distance cruising or for any seagoing research work. Her principal dimensions are as follows: length over all, 75′ 0″; length on water line, 66′ 0″; beam, molded, 19′; depth molded, 9′ 0″; draft, 6′ 6″. She is of steel, about 50 per cent of the hull being welded, the plating and rivets below the water line being of wrought iron. This should insure long life as iron resists corrosion better than does steel. The main deck and the deckhouses are of white pine, deckhouse tops are of cypress, rails, hatches and companionways of mahogany. The interior joinerwork is of white pine with mahogany trim. Deckhouses are to be painted with canvassed tops.

The three-masted rig keeps the sails small

The three-masted rig was chosen to keep the size of the sails small and also to allow different combinations of sails, particularly in heavy weather. Forward, in wake of the fore rigging, a steel derrick boom is fitted each side for handling the boats and also for use as a boat boom when at anchor. Two boats are carried, a 10- and a 12-footer, the latter being motor driven.

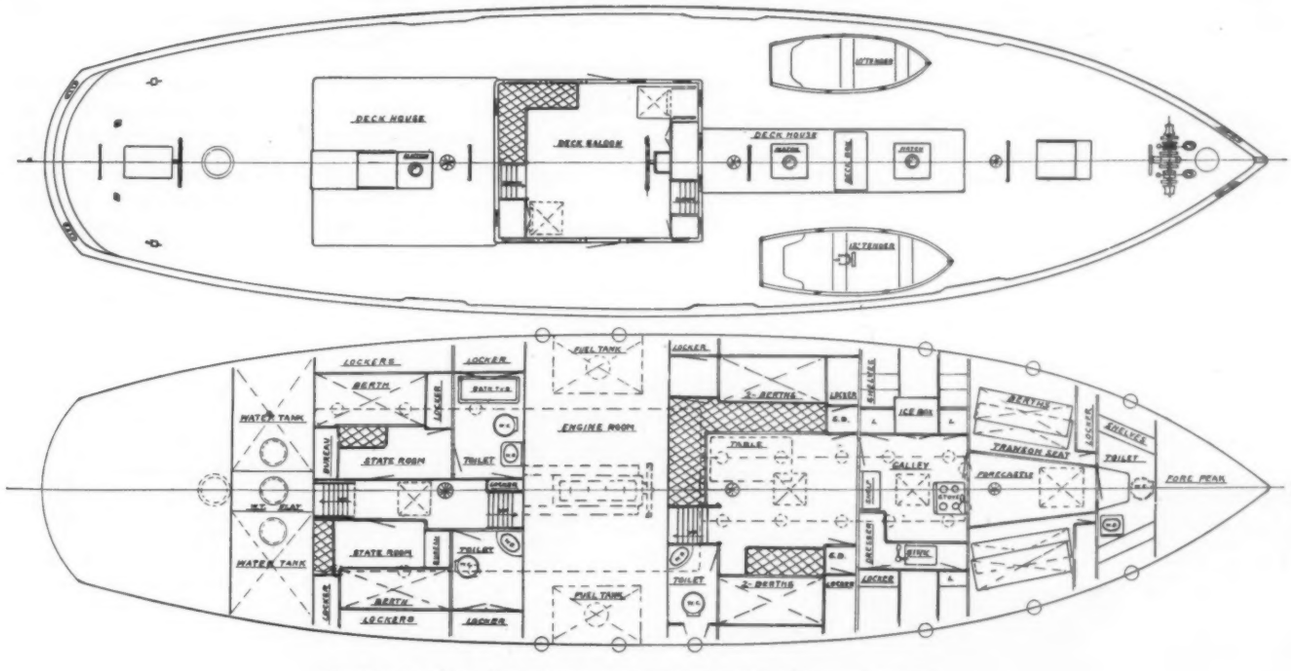
Two steering stations are provided, one in the deckhouse and one aft. Normally, the forward station in the deckhouse will be used when under power and the after one when under sail.

With the exception of the deck saloon, the houses have been kept low and the forward house is narrow so that there will be ample room alongside when the boats are stowed. Port lights in the sides of the house trunks assure plenty of ventilation, and there are also flat hatches in the house tops, each with a fixed light.

The main engine is a 4-cylinder 100 h.p. 8½″ by 12″ Winton Diesel which will give the yacht a speed of 9½ to 10 miles an hour. The combined capacity of the fuel tanks is 1000 gallons, giving a cruising radius of about 1800 miles. Besides the main engine, the machinery compartment contains a Diesel-driven generator, air compressor and fire pump and storage batteries, and the built-in fuel tanks.

Forward is a forecastle with four berths, lockers, etc., with toilet room adjoining. Next aft is a large galley, with Shipmate stove, refrigerator, sink, dresser and so on. Next is the main saloon with built-in berth each side with folding berth over it, transom seats, sideboards, locker, etc. A toilet room is arranged in the starboard after corner alongside the companionway. The after quarters comprise two staterooms, a toilet room, and a bathroom.

The deck saloon, which is 10 feet by 12 feet, houses one set of steering gear, chart table, sofa and locker.



Deck and cabin plans show a conventional and livable arrangement

"Florence K" is a special 48-foot 54-passenger Chris-Craft in fast ferry service across the Straits of Mackinac

Of Interest to the Skipper

Heavy Deliveries Reported

DURING four weeks of June and July, the Matthews Company, of Port Clinton, Ohio, has been making numerous deliveries of its boats both by rail and water. Shipments of cruisers have been going to all parts of the country, fifteen of the Matthews "38" having been sent to points as widely separated as Boston, New York, Washington, Texas, Detroit, Louisville and Los Angeles. A good deal of business is reported in the Los Angeles district where the local Matthews dealer has been taking two "Sailers" at a time in one freight car.

Production of the Matthews "Sailer" has risen to almost four completed boats a week. These are being shipped to points all over the country, one of the most distant recent deliveries having been made to Lake of the Woods, Canada.

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Gray Motors in Winning Boats

In the race around Manhattan Island, honors in Class E runabouts went to H. Paul Prigg, whose white boat covered the course under difficult conditions in 56:58 to win first place. Her motor was a Gray. Second to finish was Arthur Oberle with a Seaman Seaskiff powered with a Gray Phantom Four. Her elapsed time was 57:30.

In the Delaware River Yacht Club regatta at Torresdale, Pa., held on the same day, *Emancipator III*, likewise Gray powered, took first place in a ten-mile race.

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High Speed Ferry Service

The old lumbering sidewheel ferryboat is rapidly becoming obsolete, except in such backward places as New York Harbor, the demand of the modern traveler being for speed and more speed. Ashore, the automobile has been growing faster each year while the aeroplane has accustomed the traveler to extra rapid transit.

For years the run between Mackinaw City and Mackinac Island has been made by steamer, until a few weeks ago when a new type of ferryboat went into service. Joseph Fitzpatrick, President of the Island Transportation Co., decided that the time was ripe for much faster service and has put on the run a new, specially designed *Chris-Craft*. The new boat, which is named *Florence K*, is 48 feet long, 11 feet 6 inches beam and 32 inches draft. She is of the "V" bottom model and is planked with Philippine mahogany, single on the sides and double on the bottom. Her appearance, as the illustration shows, is that of a fast cruiser, with her long cabin trunk and pilot house amidships. Powered with a pair of 250 horse power 8-cylinder "V" type Chris-Craft-built engines, she is capable of a speed of 30 miles an hour with the engines turning 2600 r.p.m. She carries 54 passengers.

The boat makes eight round trips daily and has averaged 40 passengers per trip. The 16-mile run to the island and return is made, Mr. Fitzpatrick reports, with a gasoline consumption of slightly less than two miles to the gallon. The engines are run at 1600 r.p.m. to give a cruising speed of 20 m.p.h. On the first trip, from Algonac to Michigan City, the last 202 miles were covered at an average of 20 m.p.h.

The *Florence K* has shortened the time for the run, as compared with the ferryboat previously in service, by about 60 per cent, making hourly trips feasible and such a schedule easy to maintain. Indications are that other ferry lines may follow suit as the performance of the new boat is being watched with much interest.

This Richardson Cruisabout, owned by A. B. Clark, of Washington, D. C., has cruising accommodations for eight. Her Kermath Sea Queen engine drives her along at a 16½-mile pace

"AROUND MANHATTAN" RECORDS SMASHED!

George Waller . . former bicycle, automobile, and airplane racer . . won the "Around Manhattan Motorboat Marathon" on June 24th, using Essomarine Products.

With elapsed time of 51 minutes, Waller broke the Class B record for the 29½ mile driftwood course.

Five of the first ten across the finish line also used Essomarine Products.

Fred Jacoby, winner of the Trenton to Philadelphia race, and "Chart" Johnson, winner of the Albany to New York Marathon, again used Essomarine Products and placed third and fifth, respectively.

Developed by an organization which for fifty years has been the leader in the field of specialized lubricants . . refined by an exclusive process to meet strenuous marine needs . . Essomarine Oils and Greases have been growing in popularity ever since their announcement last Spring. Try them in your own boat and you'll quickly learn why!

Essomarine
REG. U.S. PAT. OFF.
OILS & GREASES
PENOLA INC., 26 BROADWAY, NEW YORK CITY

Essomarine Oils in 1- and 5-gallon containers, and in drums and half-drums. Essomarine Greases in 1-, 5-, and 25-lb. packages. *Conveniently available* at floats, docks, barges, marine supply houses, and garages operated or supplied by the major oil companies listed. Watch for the Essomarine sign.

ESSOMARINE ENGINE OIL — high viscosity index insures instant lubrication when cold, and maintenance of body under continued high temperature. Available in 5 grades: Nos. 60 (SAE 30), 80 (SAE 50), 100 (SAE 50), 120 (SAE 60), 140 (SAE 70).

ESSOMARINE GEAROL — for independent oiling of reverse and reduction gears and oil-type universal joints. It adheres to gear teeth under all conditions, insuring perfect lubrication, cushioning and protecting against wear, and reducing noise.

ESSOMARINE U. G. LUBRICANT — developed especially for outboard underwater gears, open reduction and reverse gears, grease-type universal joints, and ball-bearings of propeller shaft or drive shaft. Unaffected by water. Contains no solid matter — no acids to pit or corrode bearings.

ESSOMARINE WATERPROOF CUP GREASE — for stuffing boxes, stern bearings, and all grease cup applications. An ideal packing for the water pump. Water, fresh or salt — hot or cold, has no effect on it.

ESSOMARINE BREAK-IN OIL — refined and blended for high film strength and oiliness to protect the engine during the critical early part of its life. Recommended for use during the first 50 hours' operation in new and rebuilt engines.

STANDARD OIL COMPANY OF NEW JERSEY	New York City
COLONIAL BEACON OIL COMPANY, INC.	Everett, Mass.
STANDARD OIL COMPANY OF PENNSYLVANIA	Philadelphia, Pa.
STANDARD OIL COMPANY OF LOUISIANA	New Orleans, La.
STANDARD OIL COMPANY, Incorporated in Kentucky	Louisville, Ky.
STANDARD OIL COMPANY (OHIO)	Cleveland, Ohio
HUMBLE OIL & REFINING COMPANY	Houston, Texas
IMPERIAL OIL, LIMITED	Toronto, Ontario, Canada

Clean and Handy Fuel for the Yacht's Galley

Small briquettes, made of pure hardwood charcoal and compressed into pillow shape about two inches square, make a fine fuel for use in the galley. These briquettes, which are known as Charkets, burn without smoke or odor and with a flame but an inch and a half high. They are compact and easy to handle, tough and not easily broken. In addition, they are waterproof and may be stowed anywhere without loss or disintegration. They do not readily absorb moisture and are easy to kindle. Freedom from dust and broken lumps makes them economical to use.

For broiling, they are unexcelled, burning with an intense, hot flame and holding their shape until almost entirely consumed. With them a fire may be started quickly so that the galley is not overheated while getting the cooking fire going.

Charkets may be obtained at almost any port along the Atlantic and Gulf Coasts. They are manufactured by the Tennessee Eastman Corporation of Kingsport, Tennessee. The name and address of the nearest distributor may be obtained from the makers.

+ + +

A Useful Booklet

Addressed "To the motor boat owner who wants the best," the new booklet, *Make Knots with Texaco*, should be studied by all who are interested in good engine performance. It treats of motor fuel and lubricants for different types of engines and gears. A description of the operation of a marine engine, with particular reference to the effect of the lubricant on smooth action and proper power development, is clearly written and contains the results of the latest research. Much stress is placed on the proper selection of the lubricant, and the effect of an oil of incorrect viscosity is outlined. Starting procedure is discussed and the ill effects of water and sludge upon operation are noted. Bearing design is analyzed, as are the lubrication requirements of the thrust bearing, water pump, reverse and reduction gears, shaft bearings, and the bearings of the generator, starting motor and magneto.

There are hints on the care of both inboard and outboard motors, and valuable advice on their operation and on laying up and commissioning.

Attractive sketches illustrate the various situations of boats meeting and passing, with the application of the appropriate rule of the road in each case.

The table showing the correct grade of Texaco lubricant for each make and model of inboard and outboard engine, both gasoline and Diesel, is a valuable feature. Texaco gasoline, oils and greases are described, with notes on their proper use afloat.

+ + +

For Informal Occasions

There are times when the yacht owner does not care to use his regular linen and china and yet does not wish to serve his guests their refreshments from the ordinary paper plates. For such occasions as the cocktail hour, informal lunches either afloat or ashore, plates and napkins with some personal touch are desired. Brennig's Own, manufacturers of fine Turkish cigarettes, have announced that they are now able to supply paper plates and napkins, with a photograph of the yacht or the owner's private signal in colors, which are appropriate to such entertainment. Samples of both plate and napkins will be forwarded to any yachtsman without cost or other obligation on application to Brennig's Own.

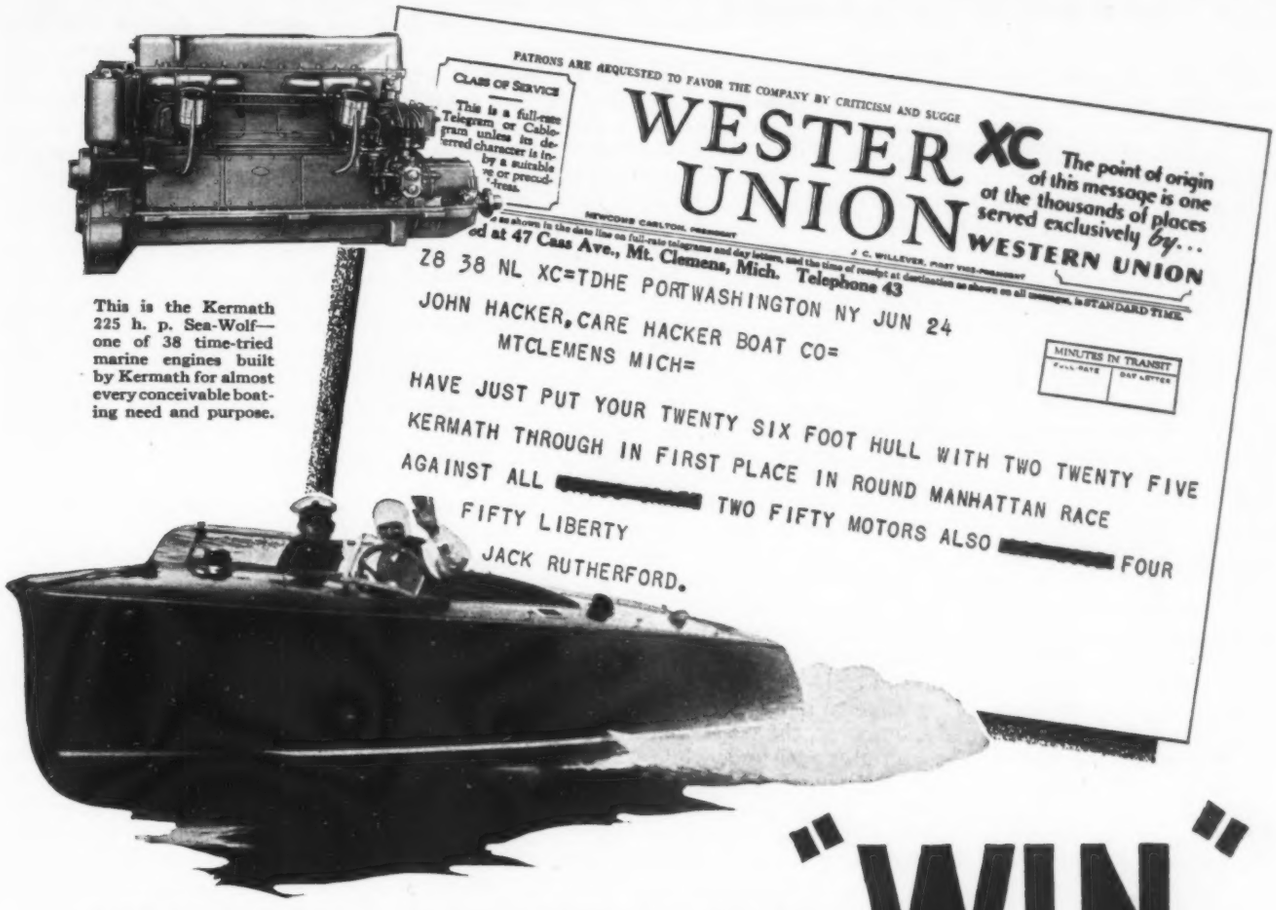
+ + +

"Marine Facts"

Under the above title, Peirce & Kilburn, of New Bedford, Mass., have just published an interesting and useful booklet. It is full of information which will be of value to the yachtsman. On the inside cover is the new international code of signals, in color, while on the inside back cover are illustrations, also in color, of the buoys used in the United States. Between them are a schedule of this summer's races, the conditions of the America's Cup races, tide tables for New England ports from Boston to Newport for the summer months, a table of distances by water, the rules of the road at sea, and information about painting, and so on. Inserted is a chart of the location of yacht clubs along the coast from Maine to New York, with a border showing the club burgees. The booklet may be obtained by sending twenty-five cents to Peirce & Kilburn, New Bedford, Mass.

"Gosling," owned by Carl Taylor, of Westport, Conn., is 26 feet 10 inches over all and 21 feet water line. She was designed by C. D. Mower for "Yachting." Her engine, a Universal Blue Jacket Twin, turns a 14- by 19-inch propeller and gives a speed of nearly 7 m.p.h.

Hailing from Horgen, on the Lake of Zurich, this trim Swiss runabout, modern in every line, is a twin screw craft. Two Kermath 4-cylinder Sea Birds of 45 h.p. each drive her 37¼ m.p.h.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MINUTES IN TRANSIT
HAVE JUST PUT YOUR TWENTY SIX FOOT HULL WITH TWO TWENTY FIVE
KERMATH THROUGH IN FIRST PLACE IN ROUND MANHATTAN RACE
AGAINST ALL [redacted] TWO FIFTY MOTORS ALSO [redacted] FOUR
FIFTY LIBERTY
JACK RUTHERFORD.

This is the Kermath 225 h. p. Sea-Wolf—one of 38 time-tried marine engines built by Kermath for almost every conceivable boating need and purpose.

ANOTHER SPECTACULAR "WIN"

AGAINST OVERWHELMING ODDS!

Again Kermath demonstrates the sturdy dependability—the renowned stamina—the spectacular performance built into its husky power plants.

This time a stock 26-foot Hackercraft powered with a standard 225 horsepower Kermath valve-in-head "six" wins the Around Manhattan Race against a field of contestants, some of which had much higher horsepower ratings.

Although Kermath do not build "racing motors," Kermath motors invariably win their races. Here's signal proof of Kermath reliability—Kermath value. Look where you will—in the heat of the severest racing competition, or in the routine of commercial or pleasure boat use—you'll find Kermath marine engines demonstrating their quality advantages with an easy efficiency that is truly remarkable.

It takes superior workmanship and superlative design to satisfy yachtsmen with the kind of performance that spells rare economy coupled with plenty of speed and rugged dependability . . . You'll always find a trusty, tried Kermath to fit *your* boat regardless of its size or power needs.

That's why so many boat owners turn to Kermath for real marine power. They know that Kermath, with the largest exclusively marine engine plant in the world, offers them unparalleled values—the greatest selection of power plants ever built (2 to 12 cylinders and from 8 to 450 horsepower, direct and reduction drive) at the lowest prices consistent with fine materials, correct design and skilled workmanship. Special descriptive catalog and motor recommendations on request.

KERMATH MANUFACTURING COMPANY
5893 Commonwealth Avenue, Detroit, Mich.

NEW YORK
5th Ave. at 15th St.
TORONTO, ONT.
619 King St., W.
BOSTON
1043 Commonwealth Ave.
MIAMI
234 S. W. Sixth St.

KERMATH

"A KERMATH ALWAYS RUNS"

Knocking Off the Miles to Bermuda

(*Continued from page 33*)

Montauk." However, there was no battle this year because the southerly picked up and held steady.

As we neared the point the wind freshened considerably and both *Cyclone* and *Baccarat* took in their Genoa jibs and set jib topsails. *Cyclone* was leading Class B at this time by a half mile. After passing Montauk, the wind eased up and the Genoas were set again.

The fleet ran through fog all night long but by morning it cleared before a fresher breeze. In the light of the early dawn we could see the silhouettes of two sails abeam, and well to leeward. One we could identify as *Jubilee* when converging courses brought us closer, but the other was lost to leeward in the blaze of the rising sun. *Cyclone* was nowhere to be seen.

By noon our course converged with *Jubilee's* and she held a lead of about a quarter of a mile and, although every possible trick was tried, we could not overtake her. The noon sight gave us a position close to the rhumb line and a day's run of 172 miles — a good start although it did not look so good at the time with *Jubilee* ahead of us. She kept ahead of us all that afternoon as the breeze steadily increased and the seas made up and the going became uncomfortably wet. With the increase of wind, squalls gathered on the horizon and before long they struck. For a while we lugged sail through them, loath to reef for fear of losing time and hoping that there would be a let-up. Finally, however, the point was reached where we had to take a double reef and, while the job was being done, *Jubilee* pulled away from us.

The reef was put in none too soon for the squalls continued, each succeeding one blowing harder and, as we progressed farther into the Gulf Stream, the seas became steeper and more confused. With the "steam gauge" (Kenyon speedometer) registering eight knots and better, *Baccarat* took a hard hammering as she plunged and reeled along. It was at this point that Mason Rumney had three of his ribs broken. He was at the tiller when a cresting sea broke amidships, bowling the yacht so far over that he was thrown from the high weather side in a somersault and landed to leeward on a winch.

After the accident we ran into more squalls and driving rain. Even with a double-reefed main *Baccarat* was burying too deeply and finally, about midnight, the mainsail was taken in. Running under jib alone, the steam gauge continued to register better than eight knots and *Baccarat* balanced so nicely that the tendency to fall off the course was negligible. She sailed so well with the headsail that we continued under that rig until morning. And, as near as we could gather when checking up with *Jubilee's* crew after the race, it was during that night that we got ahead of her — with nothing but a jib set!

Next morning it was still blowing about 30 miles, but the wind had lost some of its sting. We set a well cut and efficient storm trysail which presented almost as much area as the double-reefed main, and under it *Baccarat* behaved well. *Jubilee* was now nowhere to be seen, but off our quarter to windward a schooner was sighted. We thought she was *Malay*, but as she overtook us we identified her as *Shimmo*, a Class A entry which allowed us a good many hours. Our hopes rose.

At noon we had turned in a day's run of 186 miles which put us well on our way across the Stream. By nightfall we were out of the Stream in easier seas, the horizon was clear of squalls and the wind had moderated sufficiently to permit setting the mainsail. The wind shifted somewhat to the west and with sheets eased off

Here's a good steer for any old dear, from Bon Ami Chick the Sailor

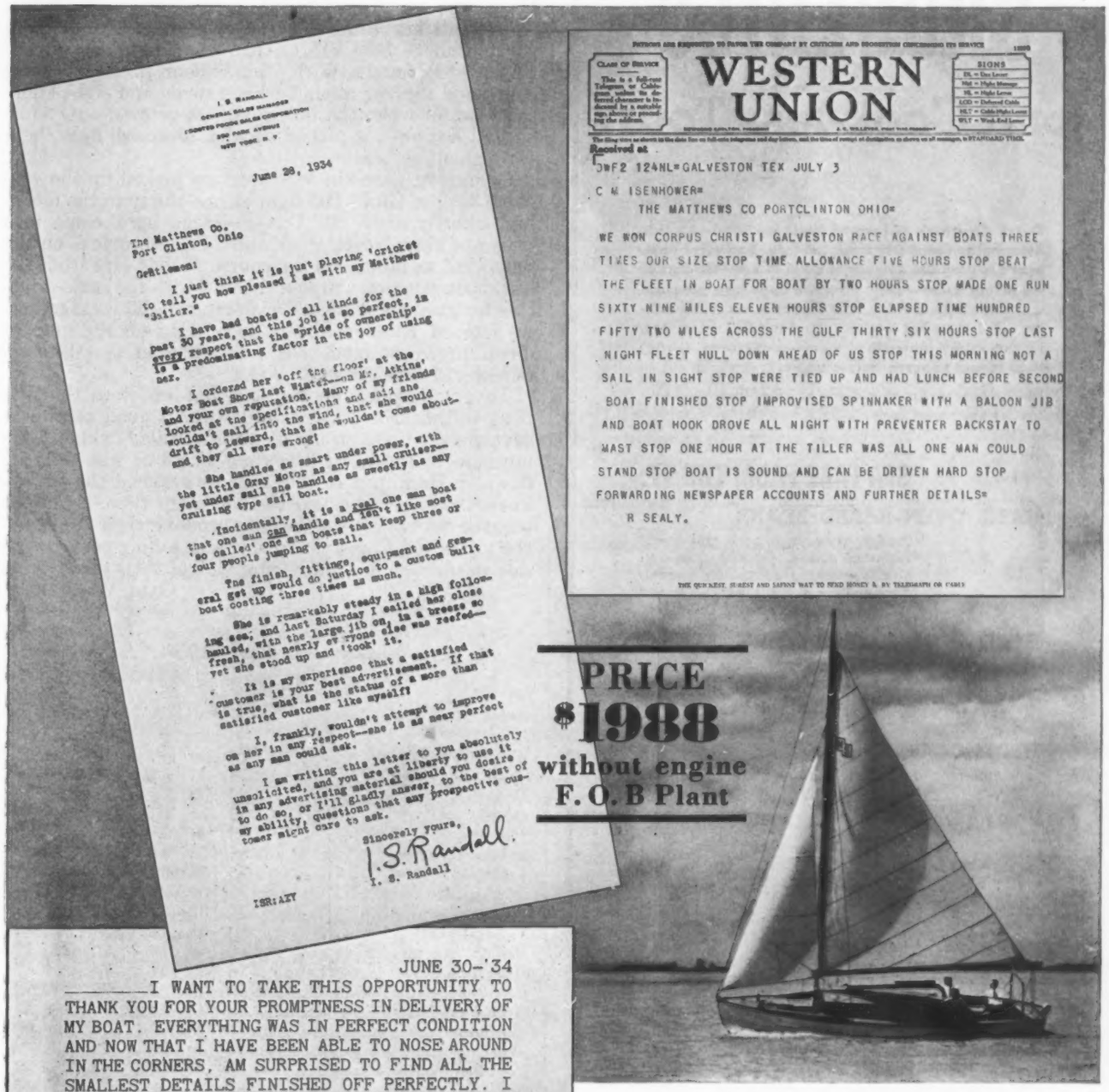
"Always keep a package of Bon Ami (the famous household cleanser that 'hasn't scratched yet') aboard your boat."

You'll find that Bon Ami cleans and freshens paint in no time at all. It keeps the galley bright and spotless . . . shines brass and nickel until they fairly gleam! . . . keeps the lavatory sanitary . . . brings a crystal-clear sparkle to the windshield and windows.

Use Bon Ami in either *Cake* or *Powder* form and keep everything on your boat new-looking . . . and shipshape.

KEEP YOUR BOAT CLEAN WITH **BON AMI**

ANSWERING YOUR QUESTIONS *on the* MATTHEWS "SAILER"



I. S. Randall
General Sales Manager
Fisher Body Sales Corporation
200 Park Avenue
New York, N. Y.

June 28, 1934

The Matthews Co.
Port Clinton, Ohio

Gentlemen:

I just think it is just playing 'cricket to tell you how pleased I am with my Matthews "Sailer."

I have had boats of all kinds for the past 30 years, and this job is so perfect, in every respect that the 'pride of ownership' is a predominating factor in the joy of using her.

I ordered her 'off the floor' at the Motor Boat Show last March—on Mr. Atkins' and your own reputation. Many of my friends looked at the specifications and said she wouldn't sail into the wind, that she would drift to leeward, that she wouldn't come about and they all were wrong!

She handles as smart under power, with the little Gray Motor as any small cruiser—yet under sail she handles as sweetly as any cruising type sail boat.

Incidentally, it is a real one man boat that one man can handle and don't like most 'so called' one man boats that keep three or four people jumping to sail.

The finish, fittings, equipment and general get up would do justice to a custom built boat costing three times as much.

She is remarkably steady in a high following sea, and last Saturday I sailed her close hauled, with the large jib on, in a breeze so fresh, that nearly everyone else was reefed—yet she stood up and 'took' it.

It is my experience that a satisfied customer is your best advertisement. If that is true, what is the status of a more than satisfied customer like myself?

I, frankly, wouldn't attempt to improve on her in any respect—she is as near perfect as any man could ask.

I am writing this letter to you absolutely unsolicited, and you are at liberty to use it in any advertising material should you desire to do so, or I'll gladly answer, to the best of my ability, questions that any prospective customer might care to ask.

Sincerely yours,
I. S. Randall
I. S. Randall

ISR:AEY

PATRONS ARE REQUESTED TO FAVOR THE COMPANY BY CRITICISM AND SUGGESTION CONCERNING ITS SERVICE

CLASS OF SERVICE — This is a full-rate Telegram or Cablegram, unless its deferred character is indicated by a suitable sign, above or preceding the address.

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SIGNS
DL = Day Letter
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C M ISENHOWER=
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WE WON CORPUS CHRISTI GALVESTON RACE AGAINST BOATS THREE TIMES OUR SIZE STOP TIME ALLOWANCE FIVE HOURS STOP BEAT THE FLEET IN BOAT FOR BOAT BY TWO HOURS STOP MADE ONE RUN SIXTY NINE MILES ELEVEN HOURS STOP ELAPSED TIME HUNDRED FIFTY TWO MILES ACROSS THE GULF THIRTY SIX HOURS STOP LAST NIGHT FLEET HULL DOWN AHEAD OF US STOP THIS MORNING NOT A SAIL IN SIGHT STOP WERE TIED UP AND HAD LUNCH BEFORE SECOND BOAT FINISHED STOP IMPROVISED SPINNAKER WITH A BALOON JIB AND BOAT HOOK DROVE ALL NIGHT WITH PREVENTER BACKSTAY TO MAST STOP ONE HOUR AT THE TILLER WAS ALL ONE MAN COULD STAND STOP BOAT IS SOUND AND CAN BE DRIVEN HARD STOP FORWARDING NEWSPAPER ACCOUNTS AND FURTHER DETAILS=

R SEALY.

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

PRICE $1988 without engine F. O. B Plant

JUNE 30–'34

I WANT TO TAKE THIS OPPORTUNITY TO THANK YOU FOR YOUR PROMPTNESS IN DELIVERY OF MY BOAT. EVERYTHING WAS IN PERFECT CONDITION AND NOW THAT I HAVE BEEN ABLE TO NOSE AROUND IN THE CORNERS, AM SURPRISED TO FIND ALL THE SMALLEST DETAILS FINISHED OFF PERFECTLY. I AM MORE THAN JUST SATISFIED WITH IT.

(SIGNED) ERVIN L. SONNENSCHEIN, M. D.

Send today for illustrated literature on the Matthews "Sailer".

Now—easy payments...

Write for information on the new deferred payment plan.

THE MATTHEWS COMPANY

314 BAY SIDE PORT CLINTON, OHIO

These dealers, from coast to coast, will show you a Matthews "Sailer".

Boston–Walter H. Moreton Corp. New York–Bruns, Kimball & Co. Washington, D. C.–Floodgate Motor Boat Sales Agency
Newport News, Va.–C. P. Amory St. Simon's Island, Ga.–O. H. Olsen Miami, Florida–Matthews Florida Branch
Houston Texas–Sebo Boat Co. Galveston, Texas–Sebo Boat Co. Chicago–Matthews Cruisers Distributor
Detroit–Gregory Boat Co. Los Angeles–R. V. Staats Co.

"Wherever you cruise . . . you'll find a Matthews"

★

GROCERIES

for a Cook-less Tour!

★

Out of America's 57 favorite foods we hand-pick this list as being peculiarly swell sea-fare. And why? First, because they are downright good to eat—the sort of foods that make a hefty off-shore appetite a pleasant acquisition. Second, because they're soundly nourishing—full of "what it takes". And thirdly, shipmates, because they are—all of them—ready (aye, ready) to heat and to serve and to enjoy!

So clip out this list as a guide to labor-free good eating for your next cruise.

SEA FARE FROM THE 57:

HEINZ OVEN-BAKED BEANS
(Boston-style, with pork and sweet molasses sauce. Or with pork and luscious tomato sauce. Or vegetarian style — without pork. Or red kidney beans in savory sauce.)

HEINZ HOME-RECIPE SOUPS
(Seventeen kinds. You can have plenty of variety. And each is ready to serve—nothing to add, no blending to do.)

HEINZ COOKED SPAGHETTI
(Cooked to an Italian recipe, with tomato and meat stock sauce.)

★

HEINZ TOMATO JUICE

HEINZ TOMATO KETCHUP

HEINZ PICKLES (10 kinds)

HEINZ PEANUT BUTTER

HEINZ RICE FLAKES

HEINZ PUDDINGS
(fig, date or plum)

HEINZ 57 VARIETIES

Baccarat was at her best — reaching. Next morning we found that we were ahead of *Shimmo*, which had left us hull down twelve hours earlier.

During the night we had held a little high of the course to establish a safe margin to windward and the noon position put us 15 miles west of the line. However, there was no need for the precaution as the wind shifted farther toward the west that afternoon, and sheets had to be eased off more and more as we approached Bermuda. With a big balloon jib set *Baccarat* continued slipping along between seven and eight knots until sunset when the breeze almost petered out. After sunset, however, it picked up and, although light, held throughout the night.

Coming in from the westward we picked up the welcome flash of Gibbs Hill light at one-thirty in the morning. Shortly after, St. David's Head light came into view and then North Rock light. Cross bearings on the lights put us plumb on the course we had laid from the afternoon position and had checked with the radio direction finder at six o'clock. Continuing on the same course, we fetched Kitchen Shoals buoy right on the nose at dawn. *Baccarat* made the finish line in two hitches, crossing at seven fifteen.

To our surprise we learned that we were the first boat to finish in Class B and stood a good chance of saving our time on *Jubilee* and *Malay* which were nowhere in sight. By the time *Baccarat* was snugged down in Hamilton Harbor and we reached the bar we knew that we had saved the necessary time. Complete was the celebration for, besides bringing their boat in at the top of the Class, the fresh water sailors proved that salt water men had the wrong idea of their ability.

CARL WEAGANT

\+ + +

Bermuda Race, 1934

CLASS A

Yacht	*Elapsed Time*			*Corrected Time*		
Edlu	80	31	10	69	42	58
Water Gypsy	78	40	44	70	50	31
Grenadier	78	53	33	71	01	10
Dauntless	80	00	14	73	02	45
Dorade	80	11	05	73	08	25
Mandoo	79	08	03	73	32	00
Stormy Weather	85	29	04	73	42	22
Vamarie	75	33	32	73	58	45
Rugosa II	79	52	24	74	09	12
Mistress	77	32	38	74	22	04
Flying Cloud	80	01	41	74	32	53
Volante	86	49	13	76	24	52
High Tide	78	26	54	77	25	17
Falcon II	79	49	52	77	34	28
Nam Sang	82	37	55	78	40	55
Teragram	86	38	00	79	50	05
Teal	89	34	56	79	53	54
Countess	90	26	35	83	53	11
Skylark	87	23	18	84	10	43
Savannah	94	50	38	85	34	12
Shimmo	100	28	19	96	39	13
Hamrah	101	57	27	97	14	27
Zingara	122	18	00	114	16	08

CLASS B

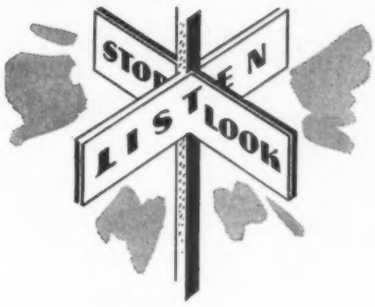
Yacht	*Elapsed Time*			*Corrected Time*		
Baccarat	94	16	16	79	52	44
Jubilee	97	48	48	82	04	37
Malay	98	03	47	83	18	22
Cyclone	97	00	56	85	09	51
Dainty	126	45	00	106	35	13

CLASS C

Astarte	95	42	53	98	46	05

1932. Best time, Montauk to Bermuda, 628 miles 71 35 43
1934. Best time, New London to Bermuda, 650 miles 75 33 32

Don't say we didn't WARN *you!*



IF YOU WANT YOUR SHARE OF THE SLIM SUPPLY LEFT OF 16- AND 18-YEAR-OLD PRE-PROHIBITION VINTAGE WHISKEY, BETTER ACT RIGHT NOW!

THERE is a limited supply of pre-prohibition rye and bourbon still remaining in the nation's warehouses.

Several of the most famous brands of these whiskies belong to National Distillers and its subsidiaries.

When this diminishing supply of rare old whiskey is exhausted, you will never see any more, as the government customarily insists that whiskey be withdrawn at the end of 8 years from barrels and bottled for purposes of revenue.

You might, however, reasonably ask—won't this supply last some time? Is there any immediate need for haste in acquiring a stock?

It is not our purpose to sound a selfish alarm. You will always be able to get good whiskies—there is a good supply of aged-in-the-wood and bottled in bond four-year-old ryes and bourbons coming along. *These will be available under the same brand names mentioned here.* On the other hand, facts, based on sales, indicate clearly that every single case of this 16- to 18-year-old vintage whiskey will be sold within a relatively short time.

With the return of better times, people of means are again shopping for character and quality in the liquors they drink and serve.

This explains why our 16-year-old Old Taylor is now completely sold out—as are several other venerable National Distillers brands.

It also explains the swiftly mounting demand for our famous pre-prohibition bourbons—notably Sunny Brook and Old Grand Dad, both from 16 to 18 years in bond. And for Mount Vernon—our one remaining prohibition-aged rye—ranging in age from 12 to 13 years.

So if you wait too long, don't say we didn't warn you.

The famous brands OLD GRAND DAD, SUNNY BROOK *and* MOUNT VERNON *make up the greater part of this special limited stock, but also there are small quantities remaining of* OLD MCBRAYER, BOURBON *de luxe*, BLACK GOLD, BLUE GRASS *and* OLD RIPY

Whiskey so rare as this is really "occasion" whiskey—not for the everyday cocktail or highball, but for the unusual occasion

PRODUCTS OF NATIONAL DISTILLERS

NATIONAL DISTILLERS

This advertisement is not intended to offer alcoholic beverages for sale or delivery in any state or community wherein the sale or use thereof is unlawful.

IF PROPELLERS WERE BOUGHT ON A BASIS OF CUPS

Probably more races have been won by Hyde Propellers than by all other makes combined. But speed is not the only factor that warrants their general adoption. Hyde Bronze Propellers withstand the corrosive action of salt water, do not shatter if you hit bottom, and if damaged can be straightened cold. These are reasons why every type of motor-driven boat finds Hyde Wheels so satisfactory. They cost no more so why not have Hyde?

HYDE WINDLASS COMPANY
Bath, Maine

HYDE PROPELLERS

Send for this free booklet "Propeller Efficiency." It will tell you why Hyde Propellers often increase the speed of a boat and always get home safely.

Dealers everywhere carry ample stocks

Good Manners Afloat

(*Continued from page 52*)

by irresponsible youngsters who know little or nothing of sailing problems, and care less.

A frequent cause of annoyance to others, and sometimes of accidents, is the practice of letting the boat steer herself while the single occupant is adjusting the motor. I have known this to be done in a harbor chock full of anchored yachts, the owner of a fast runabout driving at or near full speed while he kept his head down in the engine compartment listening to and tinkering with the motor. He was genuinely surprised when he collided with a boat at anchor.

The tender should be kept close aboard when at anchor, either at the boat boom (if the yacht carries one) or on a short painter astern. If she is on the end of a long painter she may bother some yacht working into the anchorage. Nor should she be towed on a long line until well clear of any other yachts. She should not be left along the face of a float but taken around to one side where she will be out of the way.

Most of the things mentioned above seem perfectly obvious to the old timer who has been brought up in the ancient traditions of the sea but may be news to some recent yachting recruits. The experienced man keeps his weather eye open and, should he see another boat apparently in distress, will offer help. He will, if he is under power, not hesitate to offer a tow to a becalmed sailing craft. He will not stare rudely at every nearby boat. He will not appear to watch the evolutions of other boats nor comment on them loudly. He will take care of his own boat, mind his own affairs and keep quiet.

\+ + +

The Old Man's Commercial Traveler

(*Continued from page 63*)

last of the trades, I saw the Old Man leaning against the teak rail by the standard compass, looking forward with a happy gleam of great satisfaction in his benevolent old weatherbeaten dial.

I followed his eyes. The door of the apprentices' half-deck was open. There in a corner, stripped to the small waist, sat the reprehensible but so likeable small Moses, waving the fat black book with the details about the slop chest and excitedly describing the excellence of its numerous wares.

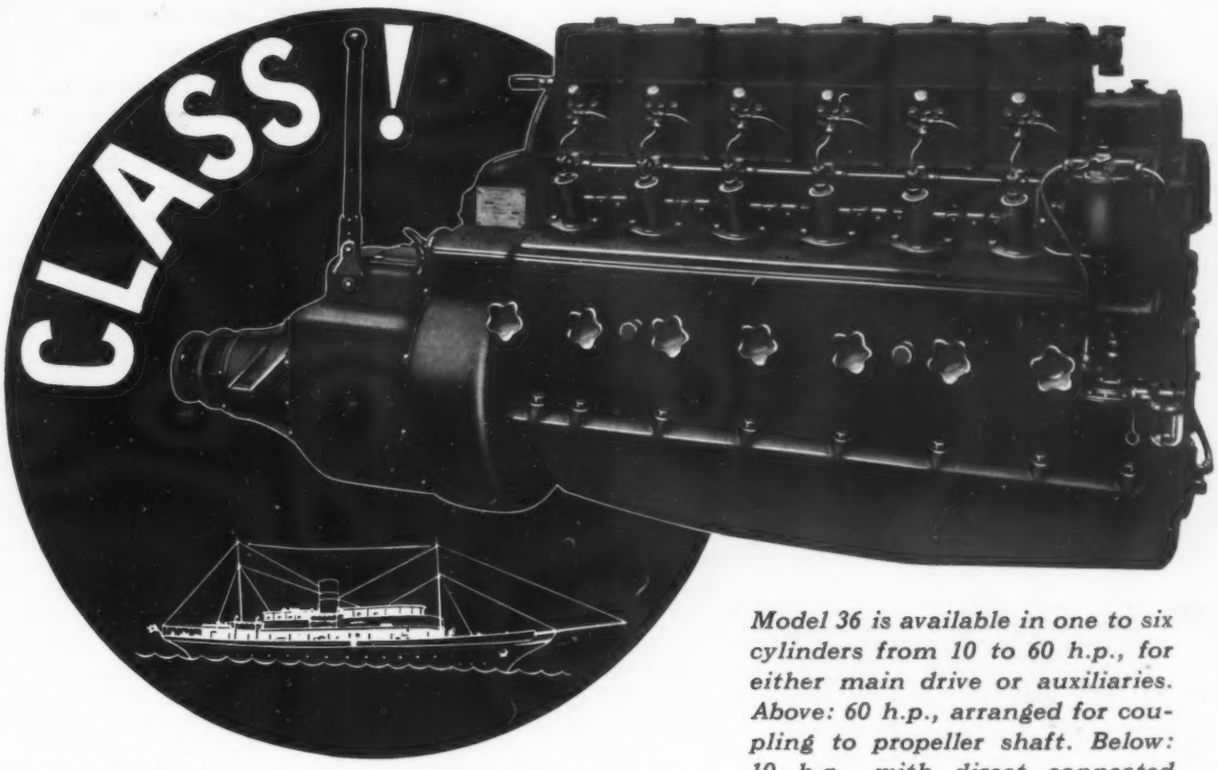
He dilated at length upon the superfine quality of the towels, the magnificence of the sailors' jackets; we listened while he referred in glowing terms to the grand bargains in singlets and in colored shirts; he waxed enthusiastic upon the merits of the sharp sheath knives and he thumped the table with his hands to emphasize the delights of possessing a pair of slop chest dungaree pants. He was so intent upon his subject that he never as much as glanced aft; he did not notice the door was open.

The smile on the Old Man's face had happily expanded. "That's my commercial traveler," he said. "Now we'll sell out the slop chest."

An hour later the gang trooped aft and business was done to the extent of £21: 10 — more than had been sold since the ship had left Port Broughton. . . .

The next morning the Old Man caught Moses, cleaning out his cabin, intently reading a long file of correspondence.

But he did not say anything about it and, like as not — that is, if he has not read this — Moses still thinks the Old Man knows nothing of his bad habits.



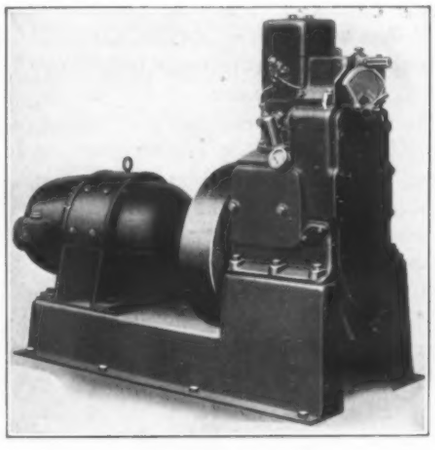
Model 36 is available in one to six cylinders from 10 to 60 h.p., for either main drive or auxiliaries. Above: 60 h.p., arranged for coupling to propeller shaft. Below: 10 h.p., with direct connected generator.

Class! You have seen it in craft taking a stiff, quartering sea . . . a *difference* . . . a seeming nonchalance in making the difficult look easy . . . some vessels labor and pound . . . but class *enjoys* it. It is the difference between a hull by a master designer and "just a hull."

It is the same with engines. The new Fairbanks-Morse Light Weight Diesel gives you instantly the impression of its "willingness" — the evidence of its *class*. In its every working hour it shows undeniably the *extra* qualities which America's most experienced manufacturer of Diesel Engines has built into it.

An old name guarantees its performance — and it is surrounded wherever you take it, the world over, with the complete service facilities of this same organization. For the main power plant or auxiliaries, you can employ these engines with the same confidence that owners and operators everywhere repose in all Diesels bearing the F-M nameplate.

A completely illustrated bulletin giving complete description will be mailed on request. Address Fairbanks, Morse & Co., General Offices: Chicago. New York — Boston — Baltimore — New Orleans — Jacksonville — Los Angeles — San Francisco — Portland, Oregon — Seattle — Salt Lake City. Branches with service stations in Principal Ports.



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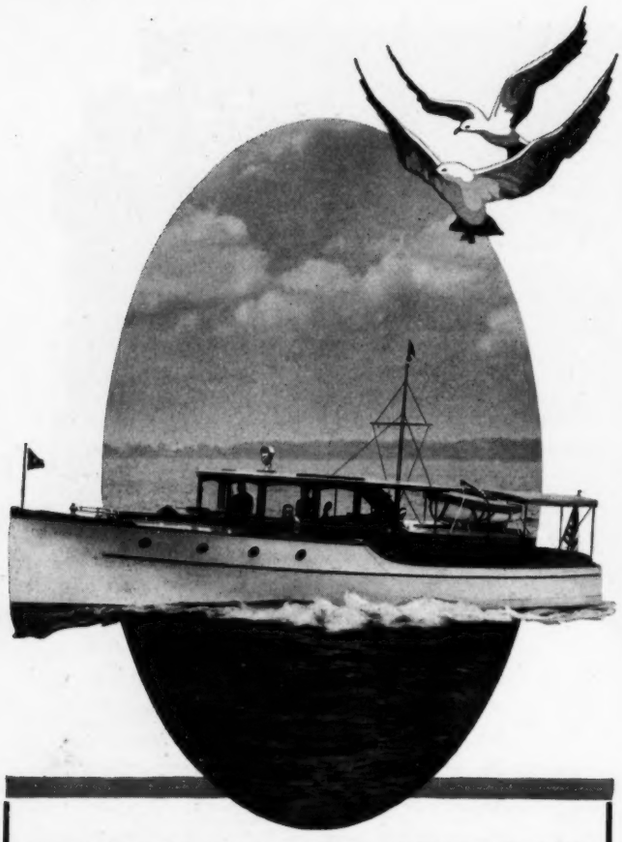

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The spacious forward and after cabins provide comfortable sleeping accommodations for six and each has a wardrobe and separate toilet room. There is a captain's room forward, also a complete galley. The boat is SPEEDWAY-powered.

We invite you to visit our shipyards and see this fine cruiser. A running demonstration may be arranged. We will gladly send you a folder giving complete specifications.

CONSOLIDATED
SHIPBUILDING CORP.
Morris Heights, New York City

Designers and builders of pleasure and commercial craft and their propelling machinery since 1885.

The Nova Scotia Tern Schooners

(*Continued from page 61*)

average life of a hardwood vessel. In the Nova Scotiamen that I have inspected, the finish is of a high order and the vessels, generally, seem well fastened and strong. The only serious objection to the soft wood schooner is that the spruce planking scars easily and soon becomes unsightly, hence hardwood topside planking is often used. When employed in the West Indian salt trade and in carrying salt fish, these vessels soon become well salted from their cargoes.

Three-masted schooner yachts built in recent years have not been uniformly good sailers. Perhaps this is one of the reasons why so few are to be seen in the American yachting fleet. Another reason is the conception among many yachtsmen that the three-masted schooner must be a large vessel. A yacht designed on the Nova Scotian model would have unusually large accommodations below deck, as well as a lot of useful deck space. The question of deckhouses is a troublesome one. These are certainly convenient in a commercial schooner, to house the crew and deck machinery, but the windage of such structures is great, affecting the sailing qualities. Furthermore, deckhouses, if extended along a great proportion of the length of a vessel, as is often done in large yachts, are dangerous. This may seem a broad statement, but when we consider the difficulty of an officer seeing both sides of the deck in handling the gear, and the fact that the lee alleyways are often impassable in a heavy sea, it will be seen that long deckhouses may easily be the cause of bad accidents. Hence, if a deckhouse must be used, it should be short and narrow; in spite of the windage, the best location for such a structure seems to be forward.

Most schooner yachts of large size are flush decked; this seems to me to be a mistake. All captains of commercial schooners prefer the raised quarterdeck for reasons that seem applicable to the design of large sailing yachts. These are: The better accommodations possible in the cabin with the greater useful space in the wings, due to the higher cabin floor; the better position of the helmsman in conning the ship and the dry deck for officers, owner and guests, that is possible with such construction. A sea coming aboard forward will seldom go abaft the break of the quarterdeck. Except for the first, these reasons apply both to the high quarterdeck of the *Abundance* and the low one of the fisherman type, as represented in the *Mahaffy*. The high quarterdeck is practical only when combined with deep bulwarks. So far as hull is concerned, there are many features of the commercial schooners that could be utilized to advantage in large yachts. In rig and in spars, however, the three-masted schooner yachts have followed the practice of the commercial type to a large extent. One feature common to both classes is the equal length of all three masts, or at least their regularity in comparative height. This is not particularly graceful and, in my opinion, detracts from the appearance of both hull and rig. It would be possible to correct this rather ugly feature of the three-masted schooner rig by making the foremast and mizzenmast (often called the spanker by sailors and builders) a little shorter than the main; with this arrangement of masting the foremast should be somewhat longer than the mizzen. In general, the effect would be somewhat similar to that of the old square rigged ships. The difference in the length of the masts of the schooner would not need to be so great as to cause the fore and main gaffs to foul the spring stays.

There are great possibilities in the design of yachts along the lines of the Nova Scotia tern schooner, and it is to be hoped that in our yachting fleets the type will not be neglected, as it has been in the past.

Riggers' *choice* -- Yachtsmen's *choice*

H. Manley Crosby rigging a Wianno Knockabout

The Crosby Yacht Building & Storage Company of Osterville, Mass., well known as builders of the Crosby "Cat" and as designers and builders of the famous Wianno One Design Knockabout, is scrupulously fair and careful in its choice of rigging for clients. Willing to give every rope a fair trial, the Company still finds Plymouth the best. Mr. H. Manley Crosby says:

"In regard to the use of Plymouth Cordage by this Company, since 1915 when we started to build the Wianno One Design Knockabouts, we have practically used Plymouth Cordage exclusively. While of course we have been willing to try other brands of cordage, we have found Plymouth Cordage most satisfactory and are still using it."

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When a sheet rope lets go or a halyard breaks in the middle of a closely fought race, it's too late to wish you had rigged your boat with Plymouth Ship Brand Manila Rope—known as The Rope You Can Trust.

When heavy seas are trying to pound you on a rocky shore, you can only hope the anchor warp will stand the strain — unless it is Plymouth Ship Brand Manila Rope. Then you know it will hold.

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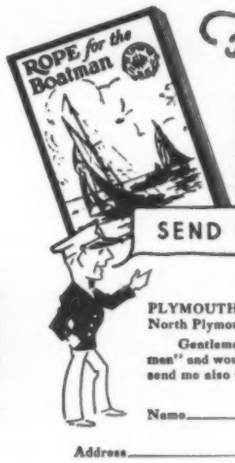
PLYMOUTH ROPE LADDERS

Furnished in a variety of styles and made in special sizes on order, Plymouth Rope Ladders are more easily handled than wooden ladders and more conveniently stowed away when not in use. Especially good as swimming or boarding ladders.



Free "Rope For The Boatman"

Covering such subjects as the proper care of rope and giving complete tables of sizes for ground tackle and other rope requirements. "Rope for the Boatman" is a practical informative booklet useful to every yacht and boat owner. Illustrations of knots and splices are also given. This interesting booklet is free to you on request.

SEND ME A COPY AT ONCE.

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North Plymouth, Mass.

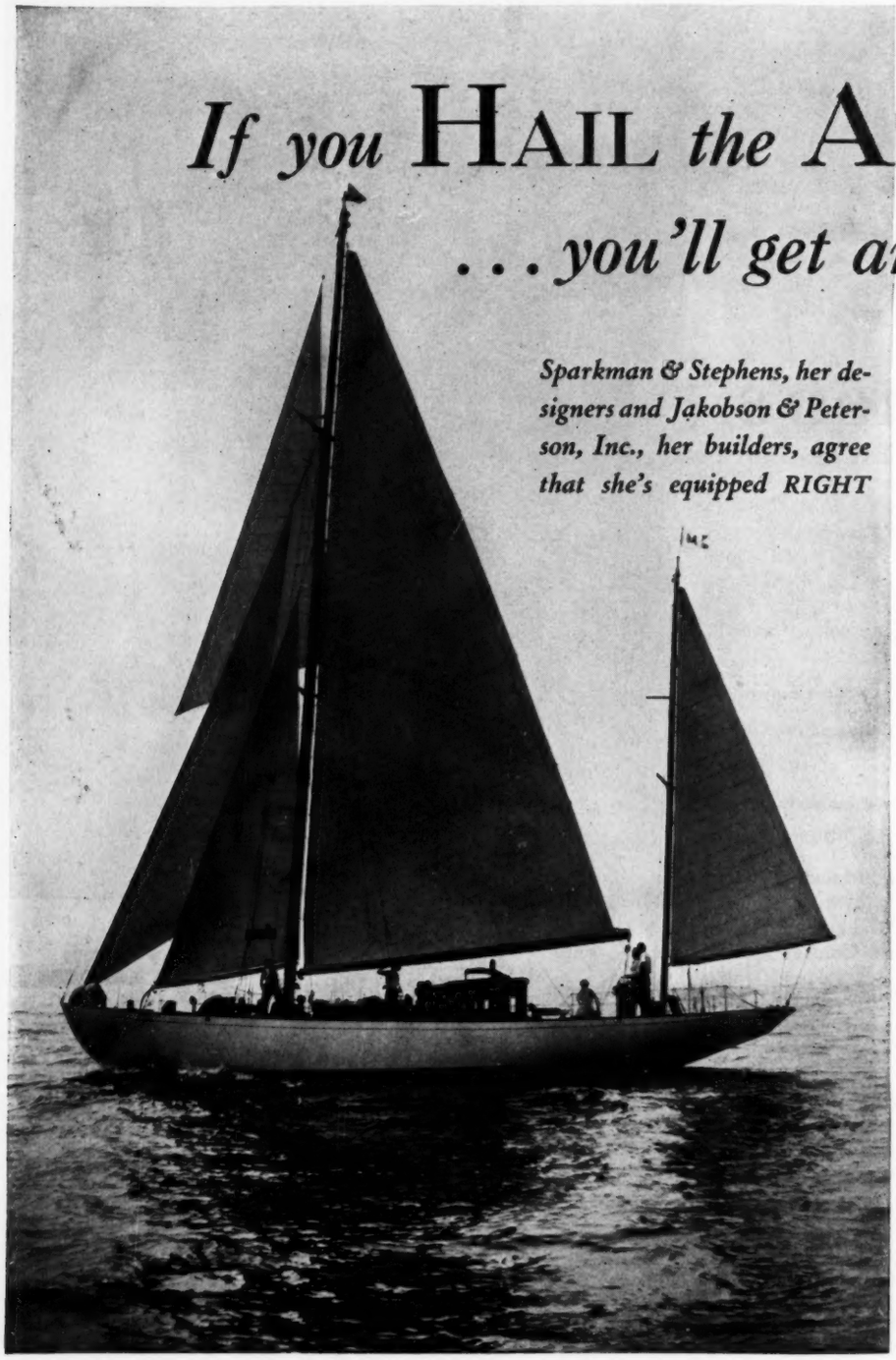
Gentlemen: I could use a copy of "Rope for the Boatman" and would appreciate your sending me one today. Please send me also the folder describing the Plymouth Specialties.

Name_____

Address_____

If you HAIL *the* ALSUMAR *... you'll get an earful!*

Sparkman & Stephens, her designers and Jakobson & Peterson, Inc., her builders, agree that she's equipped RIGHT



The ALSUMAR, *70' OA auxiliary yawl designed by Sparkman & Stephens and built by Jakobson & Peterson, Inc., for Mr. Dave Hennen Morris, Jr. Power is furnished by a 4-cylinder Buda Diesel engine driving through a Monel Metal shaft. Extensive use of Monel Metal trim has been made for galley equipment and for highly stressed deck fittings.*

SHE'S a trim craft, the Alsumar... one of the finest auxiliaries built this season. 70 feet over all, and every inch of her a tribute to the boat builder's craft.

Hail her skipper, and he will tell you how *smoothly* her 4-cylinder Buda Diesel kicks her along when the wind's all up and down the mast. Smoothly, too, because her Monel Metal shaft is stiff and rigid, with no whip, no vibration, no chance for undue bearing wear to mar her finished performance.

Ask her designers, and they'll tell you that Monel Metal shafts are noted for polishing-in to a mirror finish that carries the power of the motor down to her propeller, but wastes none of it in lost friction at her bearings.

See the INCO *Exhibit of*
MONEL METAL Household Appliances
at A Century of Progress—Chicago, 1934
Home Planning Hall

Ask her builders, and they'll tell you they agree heartily with Sparkman & Stephens. Every boat builder knows that craft equipped with Monel Metal shafts are unharmed by blows that would hopelessly spring shafts of other metals, as Jakobson & Peterson, Inc., can well testify. They've had plenty experience with all types.

Monel Metal shafts can't rust, don't corrode from salt water, are immune to pitting and consequent weakening. The galley trim of the Alsumar—dresser tops, locker facings, drainboard, stove pipe, flour and food bins—and every vital part of her roller reefing gear, as well, are all Monel Metal, strong, tough, spotless and at home in salt water.

And if you think Monel Metal is expensive, or a luxury, just inquire among the market fishermen who in these days of low fish prices must count every penny. They agree that there's nothing quite so sanely economical for shafts, for fish holds, and even for fittings and galley trim as Monel Metal.

There's some interesting reading on Monel Metal waiting for any boat owner who is interested. Write:—

•

THE INTERNATIONAL NICKEL COMPANY, INC.
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Monel Metal is a registered trademark applied to an alloy containing approximately two-thirds Nickel and one-third copper. Monel Metal is mined, smelted, refined, rolled and marketed solely by International Nickel.

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Discriminating Yachtsmen have used PEE-CHEE for over 20 years

Pee-Chee cleans white shoes perfectly, it will not harden leather or canvas. Pee-Chee removes the dirt and grease. Your shoes will be clean, soft and white as new, when you use

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Quick and Convenient

The large 5 oz. bottle is available in all stores at 25c. The convenient trial size on sale in the better class 5 and 10c stores at 10c.

Rutgers Rules the Ripples

(*Continued from page 36*)

such a field of amateur drivers in one regatta.

The fight for the interscholastic high point trophy developed into a three-cornered struggle among Gar Wood, Jr., of Algonac, Mich., High School; Lewis G. Carlisle, of Hun School, Princeton, and Clinton R. Ferguson, of Beacon School, Wellesley, Mass. The son of the famous creator and driver of the ten *Miss Americas* eventually prevailed, scoring a few points in Class A, winning in Classes B and C, and taking second in F for a grand total of 2,867.

Carlisle, despite the loss of 400 points for disqualification after beating the gun in the first heat of Class B, was runner-up with 2,400, and Ferguson finished with 2,269 after being dumped out of his boat while running in first place in the second heat of the stormy Class B.

The near-perfect racing conditions prevailing on the notably fast Worcester course, the keenness of the competition and the efficiency of most of the competing units resulted in wholesale destruction of college and schoolboy records. Thomas Tyson, of Stevens Tech, Thorne of Rutgers, and Wickwire of Yale, set new marks in Classes A, C and F, respectively, in the college group. Sawyer, of Yale, shaded the B record but not by a sufficiently large margin to warrant being credited with a new mark. Ferguson put up new figures in Classes A and C in the school division and shared the Class B record with Carlisle. The Class F interscholastic record was spared because no Class F engine was run.

Officials of the E.I.O.A. and its joint sponsor in conducting the regatta, the Central New England Outboard Association, will file a claim for a world midget class record for Harry Hull, of Audubon, N. J., High School, who won one heat of the special midget race at 25.083 m.p.h., exceptional speed for a 100-pound boat driven by a motor of only 7½ cubic inches.

Another special event on the interesting two-day program brought out the parents of five competitors in midget craft and signalized the return to racing of Gar Wood, who has no Harmsworth challenge to face this year. Wood traveled only 23 miles an hour — 100 under his record — yet won going away from a field that included Charles F. Chapman, national Outboard Racing Commission chairman; Stanley W. Ferguson, commodore of the Central New England; J. S. Y. Tyson, chief handicapper for the A.P.B.A., and Fred W. Horenburger, chief timer.

His Late Majesty, King William IV

"We give you the King!"

If, like most people, you find that King William agrees with you, why not stand by this fine old Scotch whisky and have no regrets next day. The years have mellowed King William and made it royal good company. Every case is delivered from an U. S. Customs bonded warehouse. Sole U.S. Distributor, Bluebell Importing Corporation, Graybar Building, New York.

KING WILLIAM IV

V·O·P

SCOTCH WHISKY

JOHN GILLON & CO., LTD.
Established 1817
GLASGOW and LONDON
By Appointment to His Late Majesty, King William IV

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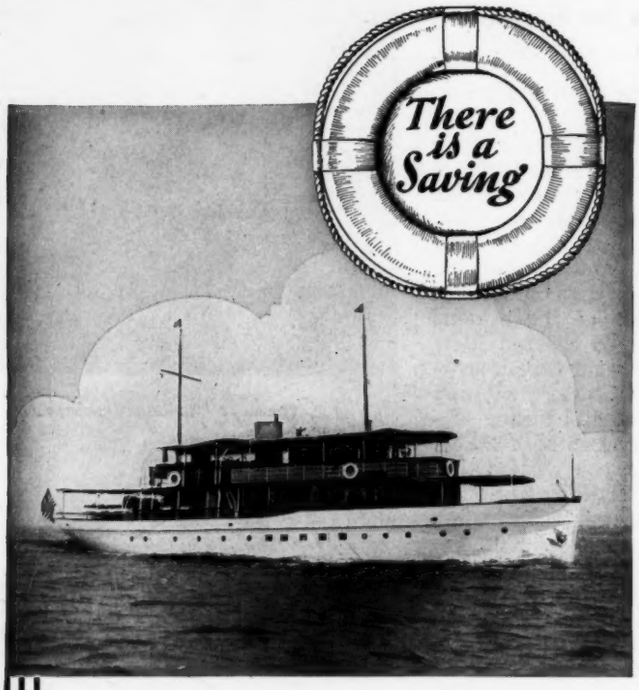

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The Atlantic is a mutual marine insurance Company and shares its profits with policyholders. The present cash dividend rate of 15% means a saving of that amount on a yacht insurance premium.

The Company pays the regular dividend to all policyholders whether they have a loss or not.

Atlantic Mutual policies are non-assessable and afford the broadest coverage available.

Atlantic Mutual is the largest mutual marine insurance Company in the World and has a record of nine decades of prompt and equitable settlements.

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Please send me a copy of your yacht booklet "Facts" which gives detailed information regarding yacht insurance on your mutual plan. I understand it is free.

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As the Atlantic Mutual recognizes brokers it will be in order to send this coupon through your broker.

The championship results:

INTERSCHOLASTIC SECTION

Class A — C. R. Ferguson, Beacon School. 39.647 m.p.h. (record).

Class B — Gar Wood, Jr., Algonac High. Best speed, 43.457 m.p.h. made by C. R. Ferguson, Beacon, and L. G. Carlisle, Hun (record).

Class C — Gar Wood, Jr., Algonac High. Best speed, 45.112 m.p.h. made by C. R. Ferguson, Beacon (record).

Class F — L. G. Carlisle, Hun School. Best speed, 45.872 m.p.h. made by Wood.

Midget special — Harry Hull, Audubon High. 25.083 m.p.h.

High point standing for Lamda Chi Alpha and Beta Theta Pi Trophies (first four): Wood, 2,867; Carlisle, 2,400; Ferguson, 2,269; Roy J. Straley, Amherst Central High, Eggertsville, N. Y., 1,369.

INTERCOLLEGIATE SECTION

Class A — Thomas Tyson, Stevens Tech. 39.422 m.p.h. (record). Team, Stevens.

Class B — P. B. Sawyer, Jr., Yale. 42.213 m.p.h. Team, Rutgers.

Class C — J. W. Thorne, Rutgers. 46.344 m.p.h. (record). Team, Rutgers.

Class F — Chester F. Wickwire, Yale. 49.288 m.p.h. (record). Team, Yale.

High point standing for individual trophy (first four): Thorne, 3,163; Crooks, Rutgers, 2,178; Wickwire, 1,676; Tyson, 1,200.

High point standing for team trophy: Rutgers, 6,019; Yale, 3,126; Stevens Tech, 1,200; Dartmouth, 900; Bucknell, 619; Columbia, 489.

\+ + +

"Sixes" Prepare to Meet Scottish Invasion

(*Continued from page 49*)

Challenge. Designed by Luders Marine Construction Co. for Paul Shields. Built 1934.

Lucie. Designed by Clinton H. Crane, owned by Briggs S. Cunningham. Built 1931.

Jill. Designed by Sparkman & Stephens. Chartered to C. F. Havemeyer. Built 1931.

Bob-Kat. Designed by Sparkman & Stephens. Owned by Robert B. Meyer. Built 1931.

Anis, ex-*Totem.* Designed by Luders Marine Construction Co. Owned by Clarence L. Smith, Jr. Built 1930.

Sprig. Designed by Clinton H. Crane. Owned by Henry S. Morgan. Built 1930.

Meteor. Designed by Sparkman & Stephens. Owned by Horace Havemeyer. Built 1930.

Silroc, ex-*Comet.* Designed by Sparkman & Stephens. Owned by Newell P. Weed. Built 1930.

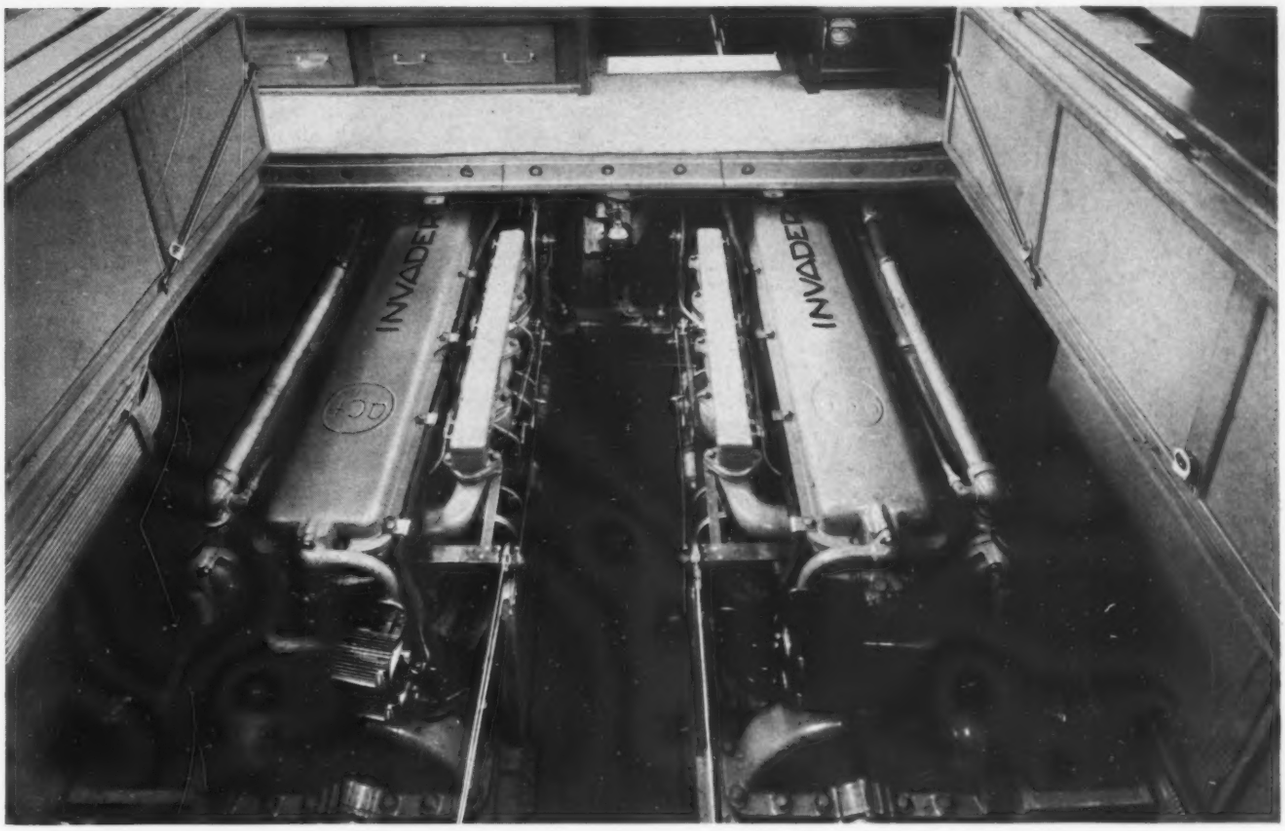
Cherokee. Designed by Sparkman & Stephens. Owned by Herman F. Whiton. Built 1930.

Mars. Designed by Clinton H. Crane. Owned by Lewis G. Young. Built 1930.

According to reports from the other side, the team from the Clyde will probably be made up of the four new boats, *Melita, Saskia II, Kyla* and *Volga,* though *Vorsa* may replace *Volga. Melita,* owned by R. M. Teacher, is a Fife boat, as is A. S. L. Young's *Saskia II. Kyla* was designed by Alfred Mylne and owned by William Russell. *Volga,* owned by Robert Clark, is also a Mylne boat. As his son, J. H. M. Clark, is to be one of the Clyde helmsmen, he may bring over his own *Vorsa.*

No official selection has been announced at this writing but so far the new boats seem to have been having the best of the racing, though *Vorsa* has been no mean competitor.

The date for the match has been set tentatively for September 25th, the Seawanhaka Corinthian Y. C., under whose auspices the races will be held, reserving the right to set the final date in accordance with the date of the finish of the America's Cup match.



ANOTHER PAIR OF HALL-SCOTT INVADERS

It is common knowledge that Hall-Scott engines—especially in the larger sizes—are being installed this season at a rate far beyond the record of the industry. Here is another installation—a pair of Hall-Scott 275 h. p. INVADERS, in the 53-footer AKELA III.

HALL-SCOTT MOTOR CAR COMPANY

Division of American Car and Foundry Motors Company · 254 West 31st St., New York, N.Y.

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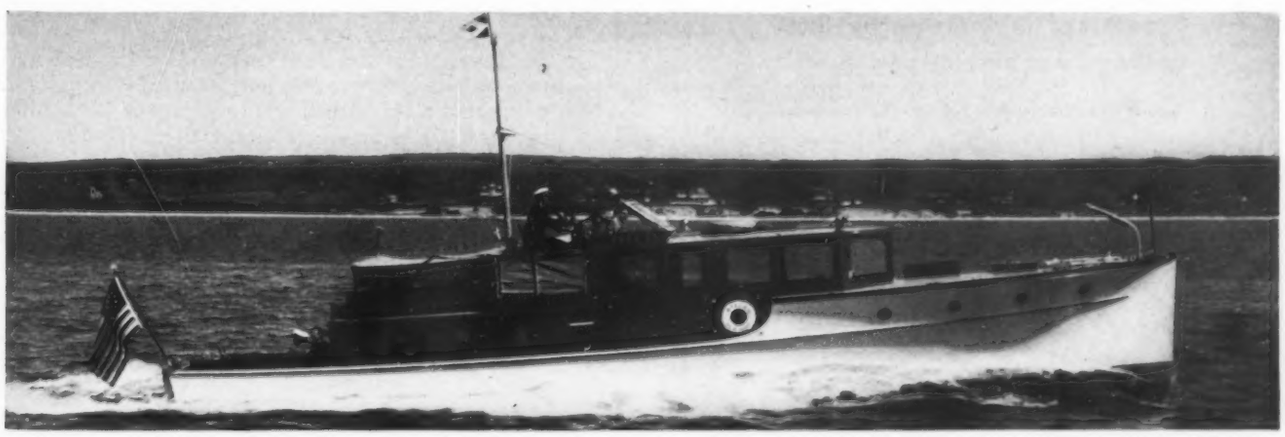
IN MIAMI, FLORIDA, J. FRANK KNORR · IN NEW ENGLAND, MARINE EQUIPMENT CO., OF BOSTON, MASS.

For off-shore fishing and cruising, the AKELA III has a running speed of 20 and a top of 24.3 miles an hour. For trolling, she can be idled indefinitely without fouling the plugs.



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Sail cloth suits of genuine Burton sail cloth . . . our feature summer suit presentation . . . $15.

Blue flannel sports jacket in a very nautical model . . $15.

Trousers of nobby imported flannel in plains and stripes. $7.50

Ask to see our yachting caps and insignias

Kaskel and Kaskel

Since 1867
567 Fifth Avenue
3 East 46th Street
New York City

A Long Chance

(*Continued from page 47*)

from Boston to New York under sail in better time than I believe it has ever been done.

As the northerly increased the log began to hum, registering between seven and eight, and better than eight before we reached the Canal. Snow was flying as we entered the Canal at noon and got the signal to proceed through at once. There was no delay and by two o'clock we cleared the western entrance. It was blowing a good, hard thirty miles an hour and, with all sail set, *Marit* started down Buzzards Bay like an express steamer. The tide was with us, the water smooth in the lee of the shore, and it was a broad reach.

By five o'clock we were off Hen and Chickens Lightship in a hard snowstorm. The wind had increased, the rail was down, and *Marit* was fairly steaming through the water at ten knots. Two hours and twenty minutes later we were off Point Judith. It was blowing forty miles an hour and even harder in the puffs, and she had all she could stand. The wind had settled in the northwest and was blowing colder by the minute. Spray was flying the full length of the boat, icing her up from bowsprit to taffrail. But we were too near home to be concerned and too engrossed in the thrill of driving at ten knots, hour after hour, to think about lowering. We were having the sail of a lifetime.

On through The Race the *Marit* swept in the driving snow and flying spray. Ice gathered higher and higher up the masts, in the rigging, and on the sails. Even the helmsman was iced up, but no one wanted to leave the wheel. Steering at that speed, the cold spray stinging your face and the snow gathering on your eyebrows and freezing on your eyelashes, was unbelievably inspiring.

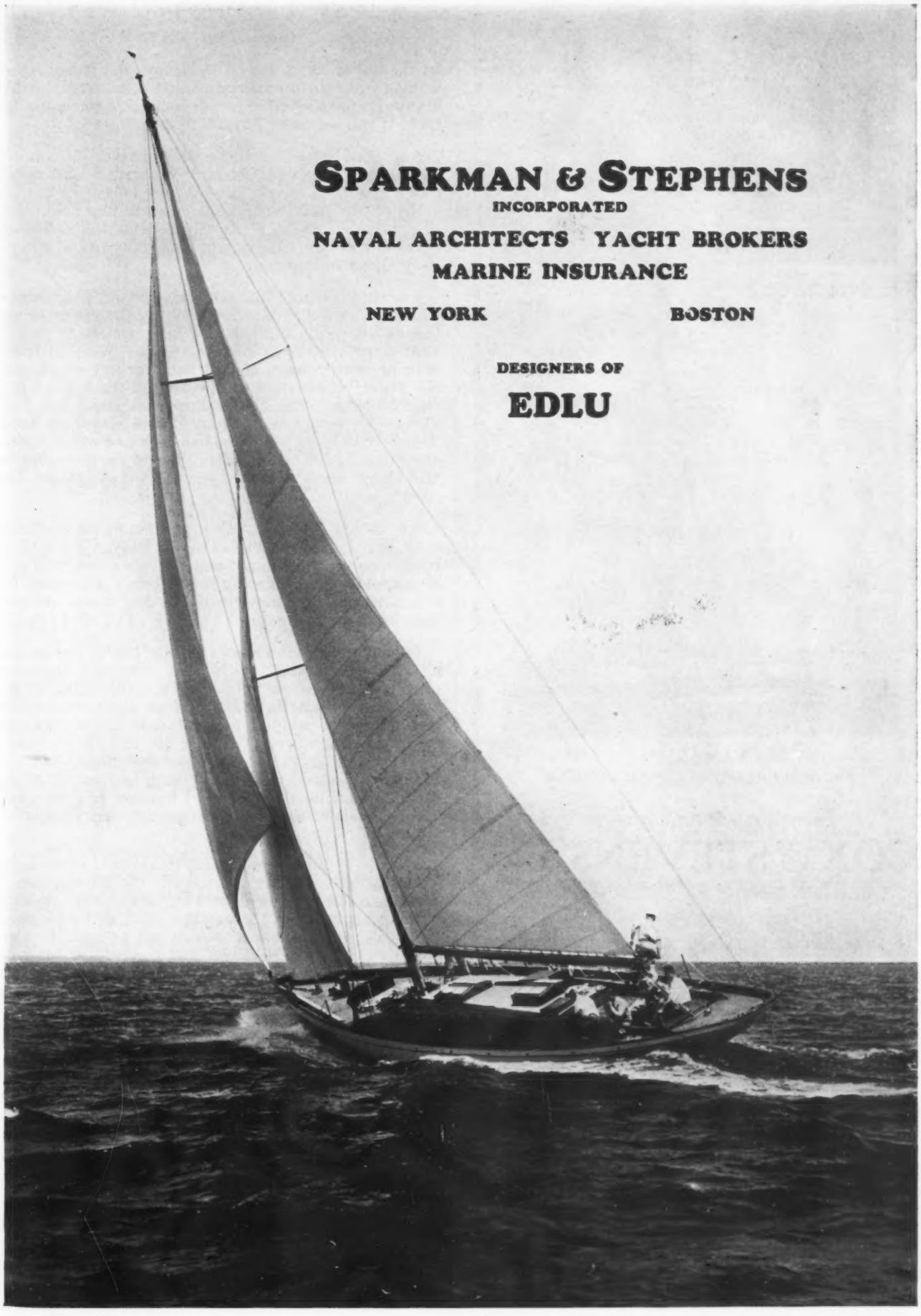
As we neared Cornfield Lightship, the snow ceased to fall and the sky became crystal blue, but a strange haze hung over the water. The lightship, which we passed close by, appeared to be enveloped in white smoke. It was too cold for fog. We did not know what it was. None of us had ever seen or heard of "Arctic smoke," a phenomenon caused by the condensation and freezing of moisture in the warmer air close to the water. As the *Marit* streaked by the lightship, veiled in the smoke and covered with ice, she must have looked to the men on watch like a frozen Flying Dutchman.

We were off Eatons Neck as the sun rose brilliantly over the hills of Long Island. In the clear morning light the *Marit*, arrayed in a mantle of sparkling ice, was a spectacular and beautiful sight. A string of two-foot icicles dangled like gleaming lamp crystals from the headsails. The booms shone like white candy sticks on a Christmas tree. Crusted in glistening ice, the binnacle took the form of a futuristic statue. It seemed a pity to destroy the icy decoration, but it had to come off in order to lower the sails.

By the time the ice had been smashed off the sails and hammered off the halliards, we had reached City Island. The log was taken in, recording a total run of 1207 miles in 9 days and 20 hours — excellent time. The anchor went over at 8:40, just 24 hours after passing Boston — a remarkable run. And we had behind us an experience that will never be forgotten.

Some time after our return Slade Dale received a letter from Newfoundland which contained the following paragraph:

"All the old-timers shook their heads for weeks after the schooner sailed and said the wreck would come ashore between Cape George and Bonne Bay. Your first night at sea it blew a gale in the Bay and old seamen was sure there was a hurricane in the Gulf. To say I was glad to hear from you is putting it mildly."


SPARKMAN & STEPHENS
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NAVAL ARCHITECTS YACHT BROKERS
MARINE INSURANCE
NEW YORK BOSTON
DESIGNERS OF
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DOG STAR
Smaller development of Mr. Rhodes' famous "Tidal Wave" design.

AYESHA
Smartest cruising centreboard yawl. Perfect sea boat.

VAMARIE
RECORD BREAKING OCEAN CRUISER

THESE BOATS DESIGNED BY

COX & STEVENS, INC.

PHILIP L. RHODES JASPER MORGAN
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521 FIFTH AVE., NEW YORK, N. Y.

SEAWANHAKA SCHOONER
Well known racing-cruising class which has enjoyed lasting popularity.

BARLOVENTO
Outstanding example of modern offshore schooner. Fast, able and comfortable.

Weighing the Challenger's Chances

(*Continued from page 38*)

let the luff of his jib sag off to loo'ard; but it seems you wouldn't be safe in wagering that that same man would always ensure the luff of his jib being kept straight-edge taut. D'you see what I mean, Skipper?

And there's another thing which makes me kind of thoughtful. I've raced aboard our yachts and noted how we go about things. Also I've raced aboard a Yankee yacht or two and I fancy I have a slight idea about how you go about those same things. And the difference between us is this: We do our best, but you take more pains. Let me illustrate.

I never go racing without my binoculars. They extend the range and clarity of my vision and thus make me more efficient, I think. I also take my spare pair of scarlet trousers, because they are good joss; no yacht with my red trousers aboard has ever lost a race yet. So, when I was invited to race around the Fastnet in a crack Yankee schooner, I arrived aboard with my trousers under my arm and my glasses 'round my neck. The Skipper was a man who has been and will be in the afterguard of your Cup Defenders, and the first thing he said to me was, "What do you want those glasses and those pants for, Wes?"

I told him. He said, "Well, put 'em in the dink and we'll send 'em ashore. I want to win this race." I kicked, of course; but the Skipper said, "There's one good pair of glasses aboard already and there's no room for superstitions here, so your glasses and pants are just that much *useless weight*."

I thought that man wasn't serious; but he was serious all right. He *meant* to win that race, and the total elimination of useless weight was a factor which would help him to win it. So he stripped me down to essentials and he weeded out all non-essentials from every kit bag on board. There were eleven of us, and the ship had crockery, cutlery and so on for one dozen, and the Skipper collected one of everything and put it in the dinghy. And, by the time he'd finished he'd sent two dinghy loads of useless weight ashore, and I began to see a light.

I saw a lot more lights during that race. I learned, for instance, to what extreme lengths the elimination of windage could be carried out. I remember, after the ship was put about, I left the weather jib topsail sheet good and slack, because I was anxious not to bind the clew to windward in the slightest. And the Skipper gave me hell, for it seems I'd left that sheet too slack, and I had to get in one foot of it, because a foot of rope coiled on deck makes less windage than a foot of rope up aloft.

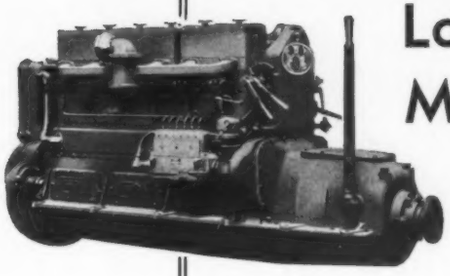
There was a whole lot more of the same kind of thing I learned aboard that Yankee schooner. And, of course, she won that race. She won it because she was racing against British crews who knew a boat sails faster the lighter she is, who knew the less windage there is aloft the faster you sail to windward, who *knew* the paltry weight of a pair of binoculars and the infinitesimal windage on a foot of rope couldn't possibly matter.

Well, there you are, Skipper. There you have it. *Endeavour's* crew looks mighty British to me. I know they'd rather die than not do their damnedest; but I doubt if they can be bothered to trim sheets to a millimeter. A good British inch will be good enough for them. Yes, Sir. So I'm afraid you'll lick us again.

WESTON MARTYR

The Cruising Yacht "Aquaria II." One of the many Buda Diesel Powered boats giving reliable service to their owners. Built by Wheeler Shipyards, Brooklyn, N. Y.

What a BUDA DIESEL means in your boat!



Lower Cost Per Mile Travelled.

Reduced Fire Hazard.

Reduced Insurance Rates.

Greater Cruising Range.

Simplicity of Operation.

BASK serenely on the deck in the knowledge that you have reduced fire hazard to a minimum. Cruise in freedom from carburetor and ignition troubles. Come home to find your fuel bills and your insurance rates lower than ever before.

This is what the Buda Diesel means to you!

Buda Diesels have a real advantage for you — the Shock Absorber Head — a feature that other Diesels can't give you — a feature that means a reduction in shocks transmitted to the bearings and other working parts of the engine, assuring smooth, quiet operation and freedom from fumes and smoke.

You should investigate the advantages of Buda Diesel power. Why not find out! Ask Buda engineers! You never know what a concern can do for you 'til you ask and there is no cost in asking.

BUDA DIESELS

Buda Diesels are of the high speed type and have been proved in service throughout the world. They are built in both 4 and 6 cylinder sizes ranging from 32 to 125 H.P.

They are fully equipped, are electrically started, and can be had with or without reduction gear.

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THE BUDA COMPANY
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BUDA THERE'S NO SUBSTITUTE FOR ACCURACY **MARINE ENGINES**

FINE BOATS DESERVE FINE ENGINES
Diesel or Gasoline

A battery, like an engine, should be chosen with utmost care

While a marine battery represents a far smaller investment than an engine, it is a vitally important factor in the amount of pleasure you get from your craft. If it is always ready with an ample supply of power for lights, radio, auxiliaries, starting and other equipment, it adds enjoyment and safety to every minute of a cruise. If it fails, you are subject to excessive inconvenience—possibly danger.

Choosing the right battery is an exceedingly simple matter. For Exide-Ironclad Marine Batteries have proved their dependability for years on craft of every kind, from the largest ocean liners to the smallest pleasure boats. Proved their extra power, long life, economy and freedom from trouble. One of the reasons is the exclusive construction of their positive plates. Slotted rubber tubes retain the active material while exposing it freely to the electrolyte.

Used with the Exide Marine Floating Battery System, Exide-Ironclad Marine Batteries offer many special advantages.

There is an Exide Battery for every size and type of craft. Write for Booklet, "Exides for Pleasure Craft."

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The World's Largest Manufacturers of Storage Batteries for Every Purpose
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NRA CODE

Exide
IRONCLAD
MARINE BATTERIES

Fine Racing by Schoolboy Sailors

(*Continued from page 42*)

The Andover crew, headed by P. Loring Reed, Jr., who has been sailing Herreshoff "15s" for several years, won the first preliminary in the Division A by nearly three minutes, with Westminster second. Sprague, of Belmont Hill, took the second from Westminster by 40 seconds. Choate, captained by Thomas Walker, another Beverly Y. C. boy, captured the third race in this division from Belmont Hill by 49 seconds.

In Division B, the Kent crew won the first preliminary by three minutes and a half over the second boat, Tabor. The second event went to St. Paul's School by about a minute over Loomis, the next to finish. First place was again taken in the third race by St. Paul's.

In the finals, Belmont Hill won the first race by 3 minutes and 42 seconds over Kent, the order of the others being Choate, Andover, Taft, Westminster, Loomis and St. Paul's. Sprague led the fleet almost from the start in the second final, which was featured by three sharp luffing matches between Tabor and Andover, St. Paul's and Choate, and Loomis and Westminster, the last two carrying their duel so far that they nearly ran ashore. They finished in that order except that Kent was fifth.

The final point scores were: Belmont Hill, 23½; Tabor, 19¼; Andover, 17; Choate, 14; Kent, 11; St. Paul's, 9; Loomis, 9; Westminster, 6.

The lineup of the crews, other than Belmont Hill and Tabor, already named, was as follows:

ADIRONDACK-FLORIDA
Capt. Ralph Worthington, 3rd
Thomas A. Wilson, Jr.
Charles B. Alexander

ANDOVER
Capt. P. Loring Reed, Jr.
William R. Hegeman
Lowell M. Clucas, Jr.

CHOATE
Capt. Gordon T. Walker, Jr.
Francis St. John
Gordon Barlow

HOTCHKISS
Capt. H. Barksdale Brown
Franklin Ames
William Field

KENT
Capt. Lamar Holt
Eben C. Hall
Edgar B. Whiting

LOOMIS
Capt. Francis Loutrel
Joseph Mattison
Horton Batchelder
John Curtis

DESIGNED AND BUILT BY POULIOT

BACCARAT

BACCARAT, built in 1933 and winner of five major races on the Great Lakes in 1933. Winner of the Bermuda Race, Class "B", 1934, establishing the fastest time of any boat her size in the history of the race.

ONE-DESIGN

A fleet of one-designs being delivered to a group of sportsmen to replace one of the best fleets of 6-metre boats in the country. Moderately priced. Sail plans and description on request.

TEAL

The Teal has been enthusiastically accepted by inland lake sailors as the ideal small racing boat. Fleets now being established in many inland lakes. Price $595. F.O.B. Plant.

Hollow spars and rigging a specialty. Also an up-to-date brokerage department. Why not let us list your yacht for sale on the Great Lakes?

EROS III

EROS III, a new Star built by Pouliot, proving very successful, having to her credit three firsts and two seconds in first five races, beating some of the fastest Stars in the country and now leading the Detroit fleet.

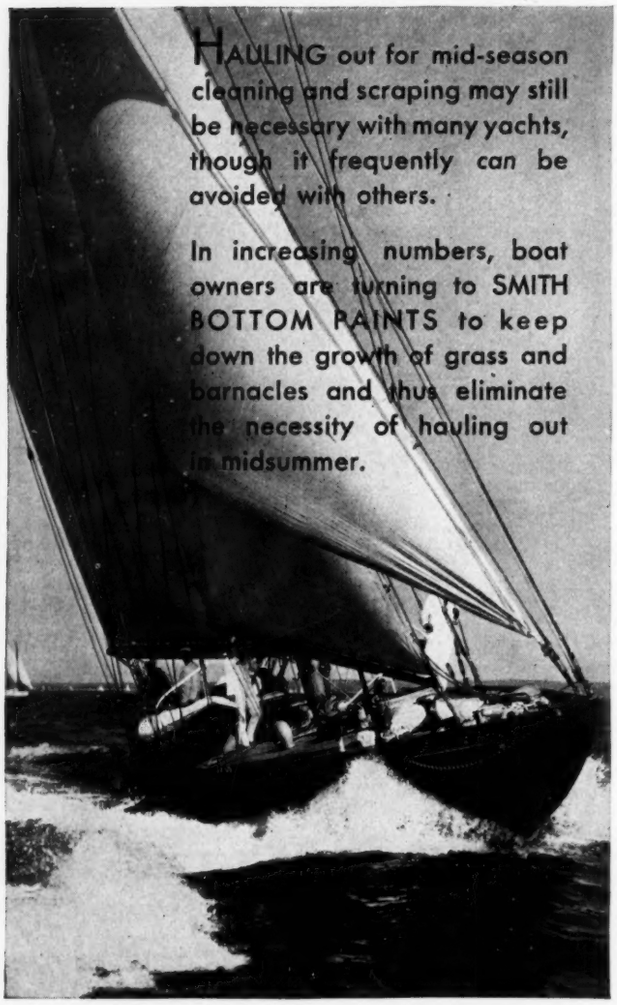
RUSSELL J. POULIOT, INC.

Naval Architects *Yacht Brokers* *Yacht Builders*

9666 E. JEFFERSON AVE. DETROIT, MICHIGAN

DON'T LOSE

these precious days that should be spent AFLOAT



HAULING out for mid-season cleaning and scraping may still be necessary with many yachts, though it frequently *can* be avoided with others.

In increasing numbers, boat owners are turning to SMITH BOTTOM PAINTS to keep down the growth of grass and barnacles and thus eliminate the necessity of hauling out in midsummer.

SMITH BOTTOM PAINTS may be had in a *complete* line for various uses. Tell us the type of boat you have . . . and the waters you sail. We will be glad to recommend the type of SMITH BOTTOM PAINT best suited to your boat and most likely to avoid the time and expense of hauling out in midsummer.

EDWARD SMITH & CO.

TIME WILL TELL EST. 1827

Long Island City, New York

SMITH

"CUP-DEFENDER"

FINISHES

POMFRET

Capt. Theodore P. Dixon, Jr.	Devon, N. Y.
Frederic T. Brown	North Haven
Benjamin C. Gifford	Harwich Port

ROXBURY

Capt. James Cotter	Megansett
G. Burgess Fisher	Madison Beach
Cyrus Taylor	Harwich Port

ST. GEORGE'S

Capt. Ethan A. H. Sims	Ida Lewis
Francis S. Kinney	Edgartown
Augustus H. Fiske, Jr.	Buzzard's

ST. PAUL'S

Capt. Roger Mixter	Eastern
John Lee	Duxbury
James A. Rousemaniere	Cold Spring

TAFT

Capt. Burnham Chapman	Indian Harbor
Thomas Bowers	Vineyard Haven
Philip Weston	Wood's Hole

WESTMINSTER

Capt. John B. Barker	Westport Harbor
Richard K. Hawes, Jr.	Westport Harbor
Roger Moore	Westport Harbor

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In the Wind

(*Continued from page 65*)

being sailed hard enough to suit either of them this year. "You see," one of them explained, "when she's carrying enough sail we're both scared half to death. As we weren't scared at *all* this time, we figure she wasn't lugging enough canvas."

In point of antiquity Harry Maxwell's *Riptide* might appropriately be called *Rip van Winkle*. She's of the vintage of 1909 and when she was first decanted she was known as the *Adventuress*. It seems to be a case of old wine in a new bottle. Revamped, she's going to the head of her class consistently. Harry, by the way, is undoubtedly the most prolific boat owner of all time, has probably owned more boats than any three other veteran yachtsmen combined. He knows them — all types — and his phenomenal success with *Riptide* is an indication of his Nestor-like judgment as well as a tribute to a grand old boat.

Sailing with President Roosevelt a couple of seasons ago doesn't seem to have improved Paul Rust's racing technique.

Paul elected to ship in *Shimmo's* afterguard this year and if he had the President's blessing it seems to have helped him about as much as it did the Harvard crews.

On undisputed authority comes the story of the Class A entry in this season's Bermuda race whose owner had removed her engine a year ago. The shaft was still present, however, so he hastily affixed a propeller in order to gain an extra hour's time allowance. L. M.

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New York's "Driftwood Derby"

(*Continued from page 43*)

the event in 1929 and 1930, made a "comeback" attempt after two years of retirement, but ran afoul of disaster right on the starting line and got no further. A bit of driftwood sheared the pin on his propeller shaft, cocked his motor up into the boat and swung *Big Ben* end for end.

Despite all the accidents and the hazards of the course, twenty-five of the fifty outboard starters got to

CABLE ADDRESS HAND NEWBEDFORD

WILLIAM H. HAND, JR.
NAVAL ARCHITECT
NEW BEDFORD, MASS.

YARD AND OFFICE
MIDDLE ST., FAIRHAVEN

Photo by Rosenfeld
STARFIRE...designed by Wm. H. Hand, Jr., and built by C. A. Anderson for Sumner E. Gifford. Everdur-fastened throughout.

The American Brass Co.,
Waterbury, Conn.

Gentlemen:

In producing Mr. Gifford's STARFIRE it was the owner's intention, and the writer's desire, to build a hull which twenty years or more hence, barring accident, would still be a good boat. Therefore, she is Everdur fastened throughout and, in addition, practically all her underwater metal parts and deck fittings are also of your Everdur Metal.

A series of experiments undertaken more than four years ago indicated that Everdur screws and bolts were the best non-ferrous fastenings available. Since that time I have used Everdur at every opportunity, and its performance has amply justified my high opinion of the metal.

Yours very truly,

William H. Hand, Jr.

...EVERDUR screws *and* bolts, the best non-ferrous fastenings"
—W. H. Hand, Jr.

THE AMERICAN BRASS COMPANY
General Offices: Waterbury, Connecticut
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EVERDUR METAL—"Everdur" is a registered trade-mark identifying products of The American Brass Company made from alloys of copper, silicon and other elements.

ANACONDA
from mine to consumer

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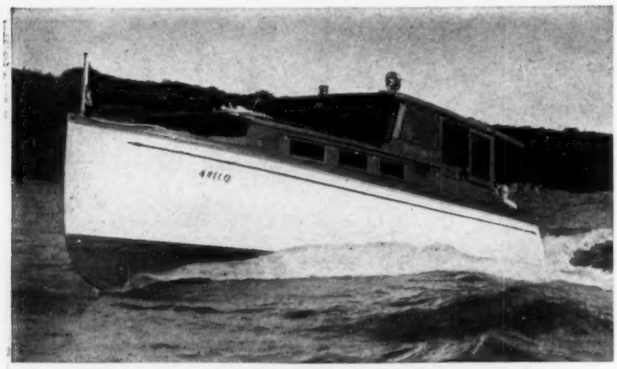

"Bot-O-Link II", 32' RICHARDSON CRUISABOUT owned by Mr. M. E. Gallavan of Elmira, New York

EVERY PENNY YOU SPEND
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COMES BACK TO YOU!

RICHARDSONS are low priced (every yachtsman will concede that) and they're carefully and skilfully built of the most select materials. (Richardsons launched more than a quarter of a century ago are still in service.)

That's why every penny you spend when you buy a Richardson will come back to you in comfort, slow depreciation and that peace-of-mind that comes from having a carefully designed, honestly built hull under you when the skies blacken, the wind pipes up and old man Neptune, that old sea devil, puts on an act that might make you wish you were on shore — unless your cruiser is a Richardson.

Richardson literature "F-34" illustrating and describing the 24' "Little Giant," 28' Juniors and 32' Cruisabouts is free for the asking. Write for your copy today.

See the Richardsons at: Bruns-Kimball & Co., 5th Ave. & 15th St., New York City and the Walter H. Moreton Corp., 1043 Commonwealth Ave., Boston, Mass.

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369 SWEENEY STREET, NORTH TONAWANDA, NEW YORK

RICHARDSON
LITTLE GIANTS JUNIORS
CRUISABOUTS

(Above) "Ebee", 28' RICHARDSON JR. Deluxe owned by Mr. H. O. Bonnar of Great Neck, New York

(Below) "Beaver", 24' RICHARDSON LITTLE GIANT Commuter owned by Mr. F. G. Rounthwaite of Hamilton, Bermuda

the finish line, although four reached there after the 3:30 time limit. At that, the survivors established a new all time high for percentage of finishers in a marathon event.

THE ORDER OF FINISH

Outboards

Pos.	Driver	Class	Finish Time	Elapsed Time	Place in Class
1	George Waller, New Rochelle	B–2	2:56:00	0:51:00	1
2	Everett Shannon, Audubon, N. J.	C–2	2:59:40	0:49:14	1
3	Fred Jacoby, Jr., No. Bergen, N. J.	C–2	2:59:42	0:49:16	2
4	H. P. Shakeshaft, Jr., White Plains, N. Y.	A–1	2:59:46	0:59:46	1
5	Charles Johnson, Cranberry Lake, N. J.	C–1	3:01:31	0:51:05	1
6	Wilfred Roberts, Springfield, Mass.	A–2	3:01:48	1:01:48	1
7	Wm. Feldhusen, Stapleton, S. I.	C–2	3:04:11	0:53:45	3
8	Robert Graham, Kenmore, N. Y.	F–2	3:05:07	0:51:19	1
9	Clayton Bishop, Onset, Mass.	B–2	3:07:44	1:02:44	2
10	Adrian Habben, Paterson, N. J.	C–2	3:08:20	0:57:54	4
11	Fred Eberling, Clifton, N. J.	C–2	3:10:00	0:59:34	5
12	A. F. Wagner, Jr., Buzzards Bay, Mass.	B–1	3:10:06	1:05:06	1
13	Ted Roberts, New York City	A–2	3:10:18	1:10:18	2
14	Leon Roger, New York City	C–2	3:10:32	1:00:06	6
15	Herman Miner, Allston, Mass.	B–2	3:13:34	1:08:34	3
16	J. C. Walier, Syracuse, N. Y.	B–2	3:13:54	1:08:54	4
17	A. W. Hale, Albany, N. Y.	B–1	3:16:00	1:11:00	2
18	Stephen B. Oberle, New York City	C–1	3:17:13	1:06:47	2
19	J. W. Peck, Newburgh, N. Y.	C–2	3:17:25	1:06:59	7
20	Thomas Smith, Woodbridge, N. J.	C–2	3:23:32	1:13:06	8
21	Chet Howell, Brooklyn, N. Y.	B–2	3:24:05	1:19:05	5
22	Thomas McCarthy, Bayonne, N. J.	B–1	3:34:15	1:29:15	3
23	Martin O'Neill, Brooklyn, N. Y.	C–1	3:43:40	1:33:14	3
24	Charles McAteer, Staten Island	B–2	3:46:00	1:41:00	6
25	George Rye, New York City	B–2	3:56:15	1:51:15	7

Inboards

1	J. M. L. Rutherfurd, Sands Point, L. I.	I	4:17:05	0:42:05	1
2	David Gerli, New York City	I	4:17:35	0:42:35	2
3	Ed Calder, New York City	I	4:19:40	0:44:40	3
4	Keenan Wynn, New York City	K	4:20:55	0:39:55	1
5	Frances Gilbert, New York City	I	4:22:30	0:47:30	4
6	R. Pancoast, New York City	I	4:23:44	0:48:44	5
7	H. Paul Prigg, Miami, Fla.	E	4:26:58	0:56:58	1
8	Arthur Oberle, New York City	E	4:27:30	0:57:30	2
9	Gerard Sheeran, Brooklyn	E	4:31:00	1:01:00	3

Starting times —
Outboards: A, 2:00:00; B, 2:05:00; C, 2:10:26; F, 2:13:48.
Inboards: E, 3:30:00; I, 3:35:00; K, 3:40:00.

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More About Speed Possibilities

(*Continued from page 41*)

surface propellers are so far ahead of anything that has been accomplished by the submerged screw propeller boat of the round bottom, "V" bottom or step hydroplane type, as indicated by Mr. Crouch's chart, that I feel there is little justification for his statement: "That for extreme speeds, it (the Sea Sled) does not promise those extraordinary results which we all seek." On the contrary, at speeds ranging between 30 and 58 m.p.h., as shown, the speed efficiencies — the speeds at a given weight per horse power — completely outclass those of all other motor boats. This being the case, why should not the Sea Sled type in general, driven by surface propellers and modified into low, streamlined racing forms with broad, flaring surfaces, following our new cut-away chine system of design, be the successful models for extreme high speeds for the future? Remember that with the twin Liberty motors in *Orlo III*, though the motors were not placed sufficiently far aft, and the boat would not run fast in smooth water, when a stiff wind and a little head sea got under her bow this heavy ship would show amazing bursts of speed. I timed her myself at between 53 and 54 seconds for the mile under these conditions.

SAIL GAILY TO SEE THE INTERNATIONAL YACHT RACES OFF NEWPORT

Go with a gay and fashionable throng on one of the fleet of superb cruising liners, the "Evangeline" sailing from Boston, and the "Acadia" and "George Washington" sailing from New York.

WEEK-END CRUISES

Sailing Friday, September 14, 9.00 p.m. Daylight Time*

S.S. "EVANGELINE" from Boston
S.S. "GEORGE WASHINGTON" from New York

Sailing Friday, September 21, 9.00 p.m. Daylight Time*

S.S. "EVANGELINE" from Boston
S.S. "ACADIA" from New York
S.S. "GEORGE WASHINGTON" from New York

*Sailing hour for S.S. GEORGE WASHINGTON will be 10.00 p.m. (D.S.T.)

Fares, including stateroom accommodation and meals, on the "Evangeline" and "George Washington" — $25.00 up; on the "Acadia" — $30.00 up.

These ships will follow the yachts over the course Saturday. The "Evangeline" and "Acadia" will remain overnight at Newport, the ship being your hotel, with tender service to and from the shore. The "Evangeline" will return to Boston and the "Acadia" to New York, Sunday, arriving at their destinations during the afternoon. The "George Washington" will return to New York at the finish of the Race, arriving there Sunday morning.

WEEK-DAY CRUISES

Sailings Monday, September 17, and Wednesday, September 19, 9.00 p.m. Daylight Time

S.S. "EVANGELINE" from Boston
S.S. "ACADIA" from New York

Passage fare for week-day cruise trips—$15.00; stateroom accommodations from $2.50 up; meals extra.

These ships will follow the yachts over the course Tuesday and Thursday. At the finish of the Races, the "Evangeline" will return to Boston and the "Acadia" to New York, arriving the following morning.

Please ask for leaflet giving full details.

EASTERN STEAMSHIP LINES

For reservations or further information, please apply Cruise Bureau, Pier 18, North River, or 1 East 44th Street, New York — Telephone Cortlandt 7-9500, or 443 Boylston Street, Boston — Telephone Kenmore 0228-0229, or Passenger Traffic Department, India Wharf, Boston — Telephone Hancock 1700.

Water Gipsy, *by Alden*
Built 1931
59′ 1″ x 43′ 2″ x 13′ 9″ x 8′

Grenadier, *by Alden*
Built 1931
59′ 10″ x 41′ 8″ x 13′ 8″ x 8′ 2″

Dauntless, *by Alden*
Built 1930
61′ x 43′ 3″ x 13′ 4″ x 8′ 3″

Consistent Performance

In the 1934 Bermuda Race, Alden schooners won 2nd, 3rd and 4th places—in the 1932 race, 1st, 2nd, 3rd and 4th. Water Gipsy, 3rd in 1932, took 2nd place this year. Grenadier took 2nd in 1932 and 3rd in 1934. Dauntless was 4th this year. All are staunch, comfortable cruising schooners, built prior to the 1932 race. (Malabar X, winner in 1932, is on the Great Lakes and did not enter this year's race.)

JOHN G. ALDEN

131 STATE STREET BOSTON, MASS.

NAVAL ARCHITECT YACHT BROKER

ALL EXPENSE TRIPS

To the International YACHT RACES

$30.25

OFF NEWPORT

Including round trip steamer fare from New York, ticket to the Race, airy, comfortable stateroom, all meals . . . and a great view of the yachts over the entire course.

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NEW ENGLAND STEAMSHIP LINES

WEIGHTS PER HORSE POWER

From Mr. Crouch's Chart.

Speeds In Statute Miles Per Hour	Planing Round Bilge	Stepless "V" Bottom	Step Hydroplane	Sea Sled	Remarks
30	27	32	Will not run efficiently	51	River Type Passenger Sea Sled
37		24	27½	40	Navy Type Aircraft Rescue Boat
42½		17	24	30	U. S. Navy Aircraft Rescue Boat
47		13¼	20	26	*Orlo II*
57.799		8¾	13¾	18	*Orlo III*
55		9½	15	27	An abnormally fine result in Sea Sled design

Disregarding this last very informal speed test, the above general results in boats that were developed by a small organization with moderate engineering facilities must surely be called notable. One is tempted to speculate on what might happen if the development of the type was directed towards extreme high speed, with lateral longitudinal steps forward in the inverted "V" section, with the upper body carefully streamlined and driven by multiple surface propellers with variable dip, the system which I believe to be the most efficient drive against the water that it is possible to use. The possibilities of this combination may be still in the land of dreams, but with the cold figures given above staring us in the face, may it not be that the Sea Sled principle, so far as our present knowledge goes, offers the nearest approach to the ultimate speed boat?

One more comment, this time on Mr. Crouch's reference to surface propellers. We shall have to quote Mr. Crouch again:

"Surface propellers have been used for many years in canal and river towboat work. Hickman applied them and developed them for high speed. They are within a few per cent as efficient as a submerged propeller, but the absence of shafting, struts, wheel hub and other under water parts more than compensates for the slight loss in efficiency. I have designed a number of hulls using surface wheels and they have always given most excellent results. It is possible that we may make some advance through their use. However, they do present very trying problems in steering and also in the actual making of the propellers to stand the repeated shocks as the blades enter and leave the water."

These adversions are not strictly correct. Twin dipping propellers in the form of right and left hand vane wheels rotated in opposite directions were invented by a man named Trott about 1808 (I am speaking from memory). The trouble with this, and all other dipping propeller forms, was that no regulation of the immersion of the blades was possible. If the stern of the boat went down in a heavy sea the propeller blades would be too far submerged and the engine overloaded. If the stern rose on a sea the blades would be too little submerged and the engine would race. This dipping propeller was not a surface propeller. Surface propeller was a name devised for the form of dipping propeller I invented, in which the dip of the propeller was strictly regulated by the position of the shaft in relation to the bottom of the boat, and by the inertia of the water flowing out from under the bottom when the boat was traveling at speed. This arrangement made the dipping propeller practical at once for all types of service. Steering control with twin and quadruple surface propellers, using our latest steering system, can be made more satisfactory than with the submerged screw propeller, and even single surface propeller control, which is the subject of recent patents, has been made quite perfect.

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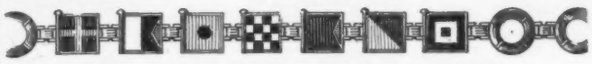

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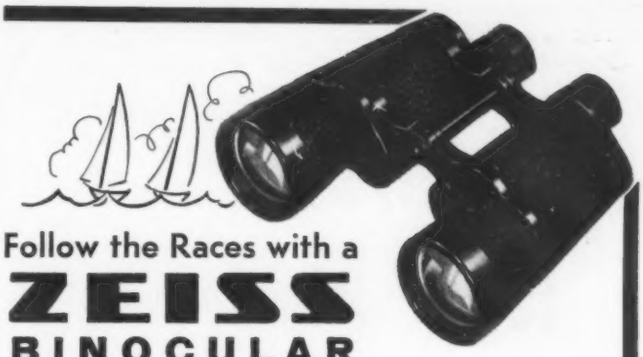

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